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# Cayman Islands

## 1961 to 1965

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# CAYMAN ISLANDS

## Report for the years 1961 to 1965

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# PART I

## *Chapter* 1: Introduction

THE Cayman Islands consist of three small islands in the western Caribbean. A distance of nearly 90 miles separates the main island of Grand Cayman from the twin islands of Cayman Brac and Little Cayman, but they are an homogeneous group which lies 180 miles north-west of Jamaica and due south of Florida and Cuba.

The following report deals specifically with the development of the Cayman Islands during 1964 and 1965, and, as no report about this territory has been published since the end of 1960, it also records the general progress achieved in these islands from the beginning of 1961 until the end of 1963.

## *Chapter* 2: General Review

THE years 1961 to 1965 have been a period of rapid development in the Cayman Islands and, although much remains to be done, the proud and friendly people of this territory have finally closed the gap, of twenty years or more, which separated them from the second half of the twentieth century. This development has proved costly in terms of human efforts and money but the results, which include an expansion of the social services and foundations for a diversification of the economy, have been beneficial to the islanders.

In the period covered by this report, the economy continued to depend largely upon the family remittances of Caymanian seamen employed in American-owned ships flying flags of convenience. Behind this traditional export of seafarers, a growing tourist industry is firmly established in order of importance, and the positions which these industries now hold in relation to the economy will probably be reversed by the end of this decade.

The standard of living enjoyed by the average Caymanian family is exceptional, and the absence of real poverty and malnutrition is a frequent source of comment by visitors who know the West Indies. The islanders are an independent people with strong family ties and,



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consequently, the demands made on Government for the relief of indigents are few in relation to the population. The labour shortage, created by the absence at sea of a high proportion of the able-bodied men, has enabled artisans and unskilled labourers to demand, and to obtain, rates of pay which are high in comparison with the wages paid to their counterparts in other parts of the Caribbean. High wages earned by certain sections of the community, the importation of most of the territory's foodstuffs, and the reliance of successive Governments on import duties as the main source of their revenue have combined, with other factors, to increase the cost of living steadily during the years under review. The action being taken to revive local farming on modern lines should reduce the price of fresh produce in due course, but the cost of living will continue to rise in these islands until an equitable form of taxation is introduced by the legislature.

## DEVELOPMENT

In the period under review a number of development schemes were planned and executed in the Cayman Islands. In 1962, a new residence for the Administrator was completed on an attractive site in the middle of the West Bay beach. In 1964, a laboratory was built near the Government Hospital for the new Mosquito Research and Control Unit, and a technical training and home economics block was added to the Secondary Modern School. During the same year, items of heavy earth-moving and road-making equipment were purchased for the Public Works Department, and plans were prepared for other development projects, including harbour development in Grand Cayman. In 1965, arrangements were completed for the rehabilitation of the Owen Roberts Airfield, the installation of the islands' first telephone system, the formation of a Mosquito Research and Control Unit, the construction of two new secondary schools and a senior official's house, and the award of a 25 year franchise for the production, distribution and sale of electricity in Grand Cayman. By the end of 1965, most of these schemes, which are described in detail in the following chapters of this report, had been launched.

## CONSTITUTION

When Jamaica achieved her independence in 1962, a new constitution for the Cayman Islands was brought into effect, on 6th August of that year, under which the Administrator assumed the responsibilities and powers formerly exercised by the Governor of this territory, who was also the Governor of Jamaica.

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All Caymanian men and women, aged 21 years and over, are eligible for the vote. Elections to the Legislative Assembly are held every three years, and the next general election is due to be held in 1968. There are twelve elected members in the Legislative Assembly who enjoy a clear majority over the combined strength of the official and nominated members. The Father of the House, the Hon. T. W. Farrington, M.L.A., J.P., was awarded the C.B.E. in the New Year Honours 1965.

## FINANCE AND ADMINISTRATION

The buoyancy of the Cayman Islands' revenue enables the Government to balance its budget without an annual grant-in-aid from Britain. To this extent, therefore, the territory enjoys a large measure of financial independence but, in common with other dependencies, it has received generous grants from Colonial Development and Welfare funds to finance major development schemes. In the absence of income tax, death duties or direct taxation on property the Government depends, to a great extent, on revenues derived from import duties. In 1964, however, a considerable number of items, including basic foodstuffs, were added to the duty-free schedule, but measures were also taken to increase revenues from other sources in order to finance essential development projects. Figures showing the growth of the islands' revenue in the years 1961 to 1965 are contained in Chapter 3 of Part II of this report.

In spite of the growing volume of business, the small staff of Government officers has managed to deal with it effectively but, with an increasing amount of legislation to administer and a shortage of suitable Caymanian recruits for the civil service, it will be necessary to obtain trained and experienced expatriate staff for some years to come.

## WEATHER

No hurricanes passed over the islands in the five year period covered by this report and, although hurricane Cleo came fairly close in July 1964, there were no serious storms. The presence of a Meteorological Station in Grand Cayman and radio contact with Jamaica and the United States, enables early warnings to be issued of the passage of any hurricane that might affect these islands and, consequently, safety precautions can be taken in good time.

Rains in the late spring and early summer produce a mosquito nuisance which shortens the tourist season. In 1964, the Government was advised that this matter should be tackled scientifically and, in the following year therefore, a Mosquito Research and Control

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Unit, under an experienced Entomologist, was established in Grand Cayman to deal with this problem.

## VISITS

Her Majesty's Caymanian subjects were greatly honoured by the presence of His Royal Highness The Duke of Edinburgh in Grand Cayman from 2nd to 5th April 1962. H.R.H. was accompanied by Sir Kenneth Blackburne, K.C.M.G., O.B.E.

Mr. John Farr, M.P., visited Grand Cayman in November 1964 and, in July of the following year, Mr. Maurice Edelman, M.P., and Mr. Douglas Dodds-Parker, M.P., spent several days on an official tour of the three islands. Mr. C. G. Gibbs and Mr. W. I. J. Wallace, C.M.G., O.B.E., of the Colonial Office, also visited the territory on official business in April and November of 1964 respectively.

Commodore E. B. Ashmore, D.S.C., the Senior Naval Officer, West Indies, and his successor, Commodore H. H. Dannreuther, visited the islands in 1964 and 1965 respectively. Between April 1964 and December 1965, British, American and French warships visited the Cayman Islands in the following order; U.S.S. *Haynsworth*, H.M.S. *Tartar*, U.S.S. *Huse*, U.S.S. *Dominant*, H.M.S. *Rothesay*, U.S.S. *Ability*, U.S.S. *Howard D. Crow*, H.M.S. *Relentless*, U.S.S. *Hyman* and H.M.S. *Rothesay*. These visits are welcomed by the Government and the people of the Cayman Islands.

In November 1964, a party of 23 parliamentarians visited Grand Cayman after the conclusion of the annual conference of the Commonwealth Parliamentary Association, which was held in Jamaica that year. The local branch of the Commonwealth Parliamentary Association, formed in September 1964, were hosts to these distinguished guests, who represented many countries of the Commonwealth.

## SURVEYS

A comprehensive aerial and ground survey of the Cayman Islands was undertaken by the Directorate of Overseas Surveys between 1958 and 1960. This resulted in a series of entirely new maps of the three islands, which were produced and published by the Directorate in 1965. The 1:25,000 sheets covering the western half of Grand Cayman and the island of Cayman Brac have yet to be delivered, but the other sheets in this scale and the available sheets in the 1:2,500 series are now on sale to the public. These new maps are supplemented by the popular Admiralty Chart of the Cayman Islands which was revised by H.M.S. *Vidal* in 1956.

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## RELATIONS WITH JAMAICA

This report would be incomplete without a grateful acknowledgment of the valuable assistance and facilities provided by the Government of Jamaica to the Cayman Islands in the last five years. This has taken the form of technical advice, training courses and the secondment of trained personnel to the Judicial, Medical and Education Departments of this territory. Since Jamaica achieved independence in 1962, her generous and ready assistance has continued undiminished, and the Government of these islands is deeply grateful for it.

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# PART II

## *Chapter* 1: Population

THE last population census in the Cayman Islands was carried out in 1960. This revealed the following figures:

| *Island* | *Households* | *Males* | *Females* | *Total* |
|---|---|---|---|---|
| Grand Cayman . | 1,532 | 3,268 | 3,757 | 7,025 |
| Cayman Brac . | 333 | 697 | 766 | 1,463 |
| Little Cayman . | 10 | 9 | 14 | 23 |
| TOTALS . | 1,875 | 3,974 | 4,537 | 8,511 |

The earliest record of the population of these islands is for the year 1774, when the estimated total was 176 persons. By 1802, however, when a census was undertaken by an officer appointed for that purpose by the Governor of Jamaica, the total had risen to 933 of whom 545 were recorded as slaves. Since the closing years of the nineteenth century, a census has been taken at intervals varying between ten and twenty years with the results shown below:

| *Year of Census* | *Total Population* |
|---|---|
| 1891 | 4,322 |
| 1911 | 5,564 |
| 1921 | 5,253 |
| 1934 | 6,009 |
| 1943 | 6,670 |
| 1960 | 8,511 |

Of the 1960 total of 8,511 persons, 5,487 were of mixed racial origin with 1,564 of European and 1,460 of African descent. The last census also showed that the number of males per 100 females had increased from 80 in 1943 to 87 in 1960.

The rate of births, deaths and marriages per 1,000 of the population for the years 1960 to 1965 were as follows:



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| *Year* | *Total Births* | *Rate per 1,000* | *Total Deaths* | *Rate per 1,000* | *Total Marriages* | *Rate per 1,000* |
|---|---|---|---|---|---|---|
| 1960 | 264 | 31.02 | 54 | 6.34 | 54 | 6.34 |
| 1961 | 277 | 32.23 | 68 | 7.91 | 48 | 5.58 |
| 1962 | 290 | 33.42 | 51 | 5.88 | 53 | 6.11 |
| 1963 | 303 | 34.58 | 61 | 6.96 | 58 | 6.62 |
| 1964 | 270 | 30.50 | 73 | 8.25 | 47 | 5.31 |
| 1965 | 241 | .. | 63 | .. | 43 | .. |

Migration statistics during the same period were as follows:

| *Year* | *Inward* | *Outward* | *Plus or Minus* |
|---|---|---|---|
| 1960 | 1,755 | 1,830 | — 75 |
| 1961 | 4,915 | 5,061 | — 146 |
| 1962 | 5,326 | 5,965 | — 639 |
| 1963 | 6,087 | 5,890 | + 197 |
| 1964 | 7,369 | 6,443 | + 926 |
| 1965 | 9,473 | 8,668 | + 805 |

These figures do not include in-transit passengers.

Any account of the population of the Cayman Islands would be incomplete if it omitted to mention the steady emigration which has taken place throughout the last 90 years. Before the turn of the century many Caymanians migrated to the Central American countries of Nicaragua and the Republic of Honduras and to Cuba. After the turn of the century, large numbers migrated to the United States where they were attracted by the opportunities for employment during the construction of the Florida East Coast Railway between 1903 and 1912. Since then, the rapid development of Florida and Texas has drawn more and more Caymanians to the United States, and it is probable that there are now more Caymanians or persons of Caymanian parentage resident overseas than there are in these islands.

Immigration restrictions have slowed down the drift to the United States, and it is of interest to note that many elderly Caymanians, who have gained their United States citizenship, return to the islands where they enjoy a peaceful retirement supported by their savings and a regular income from "Social Security" which is the American equivalent of the Old Age Pension.

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# *Chapter* 2: Occupations, Wages and Labour Organisation

## OCCUPATIONS AND WAGES

FOR the last five years, most men between the ages of 18 and 50 have followed the Caymanian tradition of employment at sea. The majority of these seafarers were engaged by American shipping lines which operate tankers and other bulk cargo vessels under Panamanian or Liberian flags of convenience. Those employed in the American-owned ships earn a basic monthly wage of £40, with higher rates for able seamen, bosuns and qualified deck and engineering staff. These wages are supplemented by overtime payments, free medical treatment and free air passages to and from their homes at the end and the beginning of each engagement. Seamen employed by West Indian shipping companies receive more modest wages.

The generally high level of wages at sea has resulted in a shortage of male labour on shore and, consequently, the labour that is available is expensive. There is virtually no unemployment in the islands though there are a few incorrigible wasters and some who are physically unfit for work. The rates for unskilled labour vary from 35*s.* to 40*s.* daily for casual work. Artisans receive £2. 10*s.* 0*d.* to £5 daily depending upon their ability. The cost of female labour is low in relation to male wages, but the demand for competent and reliable female labour is increasing, particularly in the hotel trade. Shop assistants receive an average of £15 per month and domestic servants an average of £16. The expanding tourist industry and growing number of winter homes owned by non-residents tends to raise the wages of domestic help.

The manufacture of rope from the thatch palm, which is the islands' main cottage industry, is a predominantly female occupation. Earnings vary according to output. The sale of land for building development inevitably denies the rope makers of much of their raw material and, if the producers intend to meet the growing demand for this rope, it will be necessary to establish thatch palm plantations in the near future.

A forty-hour working week is normal, but shop assistants, some members of the public service and domestic servants work longer hours.



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## COST OF LIVING

The cost of living in the Cayman Islands is high but it is not far above the average of the British West Indies. With the exception of some locally produced fruit, vegetables and animal products, the bulk of the islands' foodstuffs and other consumer goods are imported from the United States, Jamaica and Britain. In January 1965 customs duties were removed from basic foodstuffs but, by the time these goods reach the retailers' counters, the consumers bear the cost of freight, handling insurance and tonnage tax in addition to the manufacturers' price, and the middlemen's profits. This, of course, is standard trading practice and, although retail prices are generally high, the price structure of most goods is difficult to fault. The prices of common commodities at the end of 1965 were as follows:

| *Commodity* | *Unit* | *Price* |
|---|---|---|
| Flour | lb. | 11*d.* |
| Sugar | lb. | 10*d.* |
| Rice | lb. | 1*s.* 6*d.* |
| Fresh Beef | lb. | 9*s.* 0*d.* |
| Fresh Fish | lb. | 2*s.* 6*d.* |
| Petrol (Gasolene) | Imp. gallon | 3*s.* 1*d.* |
| Cigarettes | packet of 20 | 1*s.* 10*d.* |
| Tea | lb. | 14*s.* 0*d.* |
| Coffee | lb. | 24*s.* 0*d.* |

In the absence of direct taxation on personal incomes and property, the Government derives most of its revenue from indirect taxation and, since import duties are the main source from which this particular revenue is obtained, this form of taxation is included in the general cost of living.

## LABOUR LEGISLATION

The Minimum Wage Law 1946, and the Regulations made thereunder, enable the Government to fix a minimum wage for employees where the wages paid are unreasonably low. There is no factory legislation in the Cayman Islands but the Workmen's Compensation Law 1964 guards the interests of employees who are injured during the course of their work.

The Global Seaman's Union is the only trade union registered under the Trade Union Law 1942. As its name implies, membership is not restricted to Caymanian seamen, but most Caymanians serving in American-owned ships, flying flags of convenience, are members.

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# *Chapter* 3: Public Finance and Taxation

## REVENUE AND EXPENDITURE

REVENUE and expenditure in the last five years was as follows:

| *Year* | *Revenue* £ | *Expenditure* £ |
|---|---|---|
| 1961 . . . . | 231,042 | 219,561 |
| 1962 . . . . | 241,628 | 231,889 |
| 1963 . . . . | 258,735 | 242,503 |
| 1964 . . . . | 299,856 | 296,606 |
| 1965 . . . . | 314,117 | 305,589 |

The financial year corresponds with the calendar year.

## PUBLIC DEBT

The following table shows the position of loans at 31st December 1965:

| *Designation and Amount of Loan* | *Balances outstanding at 31st December* 1965 | *Remarks* |
|---|---|---|
| Cayman Islands 6¼% Inter-Colonial Loan 1978 £80,000 | £62,552 | Sinking Fund at the rate of £1,454 half yearly began on 1st June 1960. |
| Cayman Islands 6½% Inter-Colonial Loan 1981 £25,000 | £22,543 7*s.* 0*d.* | Sinking Fund at the rate of £350. 19*s.* 0*d.* half yearly began on 1st October, 1962. |
| Cayman Islands 7¼% Inter-Colonial Loan 1983 £25,000 | £23,155 11*s.* 3*d.* | Sinking Fund at the rate of £350. 19*s.* 0*d.* half yearly began on 1st October, 1962. |

The £80,000 Inter-Colonial Loan is the sum of two loans, one of £60,000 raised under the authority of the Road Construction (Inter-Colonial Loan) Law, 1957, Law 6 of 1957, and one of £20,000 raised by authority of the Owen Roberts Airfield (Inter-Colonial Loan) Law, 1958, Law 8 of 1958.

The two Inter-Colonial Loans of £25,000 each were raised under the authority of the Cayman Islands Development Plan (Inter-Colonial) Law, 1961, Law 6 of 1961.

During 1952 a loan of £55,500 was raised by the Cayman Islands Corporation to finance the construction of the Owen Roberts Airfield. At the 31st December 1965 the sum of £22,200 was outstanding. This loan is guaranteed by the Cayman Islands Government.



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## RESERVE FUNDS

The Reserve and Replacement Funds totalled £67,149. 4*s.* 8*d.* at 31st December 1965. These were as follows:

| | £ | *s.* | *d.* |
|---|---|---|---|
| General Reserve Fund . . . . | 53,706 | 11 | 1 |
| Hurricane Fund . . . . . | 3,834 | 11 | 7 |
| Public Buildings Replacement Fund . . | 7,618 | 19 | 7 |
| Boat Replacement Fund . . . . | 1,082 | 1 | 7 |
| Light House Fund . . . . . | 907 | 0 | 10 |

The assets of the first two funds are invested in British and Commonwealth securities, held by the Crown Agents for Oversea Governments and Administrations, and all interest is re-invested. The assets of the last three funds are held in the islands on fixed deposit with the Government Bankers, Barclays Bank D.C.O.

## TAXATION

Import duties and revenue from the sale of postage stamps continued as the principal sources of Government revenue. Income from these two items in the last five years was as follows:

| *Year* | *Import Duty* £ | *s.* | *d.* | *Sale of Stamps* £ | *s.* | *d.* |
|---|---|---|---|---|---|---|
| 1961 . . . | 148,398 | 14 | 9 | 19,403 | 3 | 9 |
| 1962 . . . | 146,110 | 19 | 9 | 45,507 | 4 | 8 |
| 1963 . . . | 151,257 | 8 | 7 | 51,671 | 3 | 10 |
| 1964 . . . | 186,743 | 5 | 5 | 31,007 | 7 | 2 |
| 1965 . . . | 216,043 | 8 | 4 | 40,515 | 10 | 6 |

Small taxes are levied on vehicles, bicycles, livestock, boats and firearms etc. Light dues are payable on shipping and warehouse fees are collected from importers. There is no income tax, companies tax, estate or excise duty in the Cayman Islands.

### *Customs Tariff*

Under the Customs Tariff Laws most articles imported into the Cayman Islands are subject to an *ad valorem* duty of 20 per cent, cost, insurance and freight being taken into consideration in arriving at the value of dutiable articles. There is a preferential and a general tariff for some articles; duty under the preferential tariff is, in the main, at the rate of 15 per cent or 20 per cent *ad valorem*, and under the general tariff at the rate of 20 per cent or 25 per cent *ad valorem*.

Certain items are admitted free of customs duty, e.g. agricultural machinery and supplies, basic foodstuffs and articles such as cameras, watches, perfumes, woollens and jewelry, which are sold in the islands' "Free Port" shops.

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*Poll Tax*

A personal tax of £1 per annum applies to all males between the ages of 18 and 60 years.

*Incentives for Hotel and Industrial Development*

Legislation enacted some years ago to attract pioneer industries, and to encourage the construction and equipment of new hotels by granting exemption under certain conditions from import duty and tonnage tax is still in force. This legislation has contributed towards the development of the islands and it may, therefore, be extended before it expires at the end of 1966.

## *Chapter* 4: Currency and Banking

### CURRENCY

BRITISH silver and copper coins and Jamaican coins are in circulation. Silver coins are legal tender up to 40*s.* and copper coins up to a value of 1*s.* Government of Jamaica notes of the denominations of £5, £1, 10*s.* and 5*s.* are in circulation and are legal tender for any amount. This currency is at par with British sterling.

### BANKING

Since Barclays Bank D.C.O. opened a branch in George Town, Grand Cayman, in 1953, sub-branches have been established in Cayman Brac and at West Bay and Bodden Town in Grand Cayman. The Royal Bank of Canada and the Canadian Imperial Bank of Commerce also opened Branches in George Town in 1963 and 1964 respectively. These banks provide a valuable service to the Government and to the commercial community.

In relation to their size, the Cayman Islands earn an appreciable amount of Canadian and American dollars. The following figures give the annual total of dollar earnings and expenditure over the last five years through the commercial banks:

| *Year* | *Earnings* $ | *Expenditure* $ | *Net Earnings* $ |
|---|---|---|---|
| 1961 . . | 1,910,341 | 1,032,353 | 877,988 |
| 1962 . . | 1,836,106 | 980,131 | 855,975 |
| 1963 . . | 2,051,365 | 1,115,843 | 834,522 |
| 1964 . . | 3,005,107 | 2,167,532 | 837,575 |
| 1965 . . | 4,256,916 | 3,424,982 | 831,934 |

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The Government provides saving facilities through the Government Savings Bank which was established in 1908. At 31st March 1965 there were 3,072 accounts totalling £157,826. The majority of this fund is invested with the Crown Agents for Oversea Governments and Administrations and a proportion is held on short term fixed deposit at the local branch of Barclays Bank D.C.O. to meet sudden calls from depositors. In recent years some depositors have withdrawn their accounts from the Government Savings Bank in order to place their money in one or other of the commercial banks.

## *Chapter* 5: Commerce

FOR many years the prosperity of the Cayman Islands has depended almost entirely on the earnings of Caymanian seamen employed by American owned ships flying flags of convenience. These men still constitute the islands' main export and their dollar remittances are an important factor in the economy but, with alternative sources of comparatively inexpensive seamen in the far east to draw upon and the growing use of automation in modern merchant vessels, it would be unrealistic to assume that the demand for Caymanian seamen will continue indefinitely. Moreover, the other side of the picture reveals that an increasing number of boys are now receiving a secondary education and, since many of them are intent upon careers ashore, either in the islands or elsewhere, the number of young men available for employment at sea is likely to dwindle in the future. In 1964, the Government faced these facts and decided that the economy should be expanded in other directions so that a future recession at sea could be counterbalanced by the income derived from the tourist industry, agricultural production and light industries.

### *Imports and Exports*

The values of imports and exports for the last five years were as follows:

| *Year* | *Imports* £ | *s.* | *d.* | *Exports* £ | *s.* | *d.* |
|---|---|---|---|---|---|---|
| 1961 . . . | 796,845 | 0 | 0 | 32,973 | 16 | 9 |
| 1962 . . . | 758,888 | 0 | 0 | 27,532 | 5 | 6 |
| 1963 . . . | 838,886 | 10 | 1 | 34,490 | 10 | 1 |
| 1964 . . . | 958,119 | 17 | 6 | 31,899 | 8 | 3 |
| 1965 . . . | 1,157,156 | 19 | 0 | 21,438 | 8 | 7 |

Exports do not include the earnings of Caymanian seamen.

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The value and quantity of the principal imports in 1964 and 1965 were as follows:

IMPORTS 1964

| *Commodity* | *Unit* | *Quantity* | *Value* £ | *s.* | *d.* |
|---|---|---|---|---|---|
| Flour | barrel | 3,668 | 17,055 | 11 | 7 |
| Cornmeal | barrel | 237 | 1,406 | 8 | 6 |
| Rice | cwt. | 1,029 | 5,125 | 1 | 8 |
| Sugar | ton | 316 | 18,482 | 1 | 4 |
| Textiles | cases | 1,252 | 42,349 | 17 | 4 |
| Petrol (Gas) | gal. | 433,413 | 21,643 | 9 | 7 |
| Kerosene | gal. | 297,844 | 13,550 | 3 | 7 |

IMPORTS 1965

| *Commodity* | *Unit* | *Quantity* | *Value* £ | *s.* | *d.* |
|---|---|---|---|---|---|
| Flour | barrel | 3,100 | 17,288 | 0 | 0 |
| Cornmeal | barrel | 262 | 1,551 | 10 | 0 |
| Rice | cwt. | 1,266 | 6,279 | 0 | 0 |
| Sugar | ton | 455 | 20,252 | 10 | 0 |
| Textiles | cases | 1,367 | 44,492 | 15 | 0 |
| Petrol (Gas) | gal. | 346,808 | 18,392 | 0 | 0 |
| Kerosene | gal. | 254,516 | 13,108 | 5 | 0 |

The principal exports during the same period were as follows:

EXPORTS 1964

| *Commodity* | *Unit* | *Quantity* | *Value* £ | *s.* | *d.* |
|---|---|---|---|---|---|
| Turtles | no. | 825 | 4,067 | 9 | 0 |
| Turtle skin | lb. | 2,920 | 2,530 | 0 | 0 |
| Rope | fathom | 1,302,750 | 15,740 | 2 | 4 |
| Turtle shell | lb. | 3,612 | 5,516 | 10 | 0 |
| Shark skin | no. | 1,644 | 1,930 | 11 | 8 |
| Turtle meat | lb. | 1,798 | 1,787 | 10 | 0 |

EXPORTS 1965

| *Commodity* | *Unit* | *Quantity* | *Value* £ | *s.* | *d.* |
|---|---|---|---|---|---|
| Turtles | no. | 400 | 2,240 | 0 | 0 |
| Turtle skin | lb. | 260 | 120 | 0 | 0 |
| Rope | fathom | 744,400 | 8,865 | 5 | 0 |
| Turtle shell | lb. | 2,717 | 4,412 | 10 | 10 |
| Shark skin | no. | 939 | 1,020 | 10 | 5 |
| Turtle meat | lb. | 5,396 | 4,464 | 10 | 0 |

The traditional cottage industry of thatch rope manufacture and catches of turtle and shark have played a less significant part in the islands' economy in the last five years though the demand for these products has steadily increased.

About two-thirds of the islands' trade is with the United States of America and most imports come from that country. Sugar, cement, bicycles, liquor, petroleum products, small vehicles and certain food-

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stuffs are imported almost exclusively from Britain and Jamaica. Many local merchants desire to import more goods from Britain, but the cost of transhipment charges in Jamaica and the high degree of pilferage and breakage to which British goods are subjected before they are loaded into Caymanian vessels in Kingston, combine to deter all but the most enthusiastic importers. Cheaper air freights may help to overcome this problem in due course but, in the meantime, merchants prefer to import mainly American goods through the ports of Tampa and Miami in Florida, where the incidence of pilferage and breakage is negligible.

## *Chapter* 6: Production

### LAND TENURE

With the exception of Crown Land, most of which is mangrove swamp, all land in the Cayman Islands is individually owned. There has been a great deal of speculation in land during the last 15 years or so, and land values have risen considerably. Beach land is currently selling at £50 per front footage throughout the length of West Bay in Grand Cayman, and all land suitable for building has greatly increased in price. The general trend is for more and more land to pass into fewer hands and, in some cases, into the hands of absentee owners who have shown no intention of developing their properties.

In 1960 a law was enacted by the Legislative Assembly which made the registration of all land transactions compulsory. Without the backing of accurate survey, however, the registration of land is of limited value and, although Caymanians generally respect existing land titles, the increasing value of land is reflected in the growing number of land disputes between Caymanians which result in litigation before the Courts.

The Government has recently appointed a Committee to examine the territory's need for new legislation affecting the registration, sale and development of land, and it is probable that the recommendations of this Committee will result in the enactment of an appropriate law before the end of 1966.

### REGIONAL PLANNING BOARD

In 1965, the Government extended the authority of the Regional Planning Board from specified areas in Grand Cayman to the territory as a whole. The Board is appointed to consider applications for

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permission to construct new buildings and installations and, before this permission is granted, the Board must be satisfied that the planned construction does not fall below the minimum standard, that it is properly sited in relation to roads and adjacent buildings and that residential areas, for example, are not disfigured by factories or temporary buildings. In the absence of a Town Plan for George Town and its environs in the past, the Regional Planning Board is often faced with the task of closing the stable door after the horse has bolted but, in areas hitherto undeveloped, the Board's decisions have done much to ensure that the overall development is both attractive and suitable for the area concerned.

Preliminary work on the physical planning of George Town was undertaken by an architect of the Ministry of Overseas Development in 1965. This essential project will be completed by a Town Planner of the Caribbean Regional Office of the United Nations Development Programme in 1966.

## AGRICULTURE AND ANIMAL HUSBANDRY

It is difficult to obtain an accurate estimate of the area of cultivable land in the Cayman Islands, but about one-third of the total area consists of decaying limestone coral, overgrown with grasses and interspersed with pockets of fertile soil. Most of this land must be ripped with heavy machinery before it is ready for cultivation and, although the agricultural potential is obviously limited, much can be done to improve the present standard of agriculture and animal husbandry and, thereby, increase the production of milk, eggs, meat and tropical fruits and vegetables. This was achieved during the World Wars of 1914–18 and 1939–45 and, at the turn of the century, for example, these islands exported cattle, fruit and vegetables to Cuba and the Isle of Pines.

The best agricultural land is on top of the Bluff in Cayman Brac, in the eastern half of Grand Cayman and at the western end of Little Cayman. About one-third of Grand Cayman and nearly half of Little Cayman is covered with shallow mangrove swamps, and small sections of these swamps have been reclaimed by the developers of real estate. This is, of course, an expensive operation but it has been done with success in Florida and the Bahamas, and the potential of these islands as a tourist resort is such that the reclamation of the swamps for building purposes is merely a matter of time.

Since the end of World War II, considerable areas of land which were once profitably cultivated have become overgrown as more and more Caymanians looked to the sea for their livelihood but, in recent years, this trend has lost some of its impetus, and the numerous

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requirements of a thriving tourist industry may yet entice more Caymanian seafarers into profitable occupations ashore. At present, however, housewives and the hotel industry pay high prices for imported bananas, coconuts and citrus fruit in a land which can produce a wide range of tropical fruits of exceptional quality with little effort. This situation also applies to milk, meat, eggs and vegetables but the local production of these items requires more effort, and expense, in the form of manpower or mechanisation.

In the last two decades, interest in agriculture has been kept alive by the efforts of the Cayman Islands Agricultural Society. The Society's Annual Show is now a major event in the local calendar, and the quality and quantity of the exhibits has improved steadily. In 1965, the Government recognised the need for good quality local produce, and steps were taken to formulate a sound agricultural policy with valuable assistance from Agricultural and Veterinary Advisers of the United Nations' Food and Agricultural Organisation. These Advisers undertook a thorough survey of the islands' agricultural potential, organised courses for farmers and helped the Government to form an Agricultural Department. This Department, headed by a qualified Caymanian, commenced its activities on 1st January 1966 with demonstration plots, agricultural gardens in schools and an advisory service to farmers. The response from Caymanian farmers has been encouraging and, since experienced and qualified advisers are convinced that these islands can, with profit, produce sufficient quantities of good quality fruit, vegetables and animal products to satisfy the local demand, and undercut the price of imported farm produce, it is possible that the money now spent on these imports will be diverted gradually into the pockets of local farmers. If the response to this challenge is accepted, legislation will be enacted to protect "home-grown" produce. Much remains to be done in the agricultural sector of the economy, and many problems have yet to be solved, but a start has been made and the prospects for the future are encouraging. The need for agricultural statistics is recognised, but those that are now available are incomplete and therefore misleading. For this reason they are not included in this report.

## FORESTRY

The principal forest products are the thatch palm (*Thrinax Argentea*) and some mahogany. The former provides the raw material for the thatch rope industry which is the islands' main cottage industry. The latter, in the shape of natural "bends", is used as ribs by local boat-builders, but the mahogany for decking and house building is imported.

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## FISHERIES

Deep sea fishing for turtle, and to a lesser extent shark, is the main fishing industry of the islands. It is run by the owners of motorised schooners and similar vessels and the catch is taken on the banks, shoals and cays off the coasts of the Central American republics of Nicaragua and Honduras. Turtle fishing is a pursuit traditional to the Caymanian fisherman, and one at which they are adept. After capture, Green Turtles are placed in sea-water pens, called "crawls" where they await export in various forms to the United States and Britain. The demand for turtle in the islands and from abroad has exceeded the supply for many years and the combined efforts of the turtle-fishers of many nationalities presents a serious threat to the future existence of these creatures. The Hawksbill turtle is used for tortoiseshell, but a remunerative market for this product no longer exists in the face of competition from plastics. The taste for loggerhead turtles in the islands is confined to small areas and it is not, therefore, a popular catch. Shark skin and other shark products find a ready market in the United States.

A ship's company engaged in turtle fishing operates on the share principle. The owner of the vessel supplies the material for making nets and other essentials, while the crew provide the labour. From the gross proceeds of the catch, a sum is paid to the appropriate Central American Government as royalty, and the balance is divided between the crew and the owner. The crew pay for the stores supplied by the owner.

Coastal fishing is undertaken by self-employed fishermen working in pairs and their catch, which includes lobster, has a ready sale locally. There again, the demand for fresh fish exceeds the supply and consequently the price is high. There is a need for a modest commercial fishing venture in Grand Cayman.

Legislation to protect lobsters during the breeding season was enacted in 1964 and, although the newly-hatched lobsters drift northwards on the currents to the United States and Cuba, this legislation forms part of a link of similar laws enforced by countries which are interested in protecting the spiney lobster (or crayfish) from over-fishing and possible extinction.

All three islands, and particularly Cayman Brac and Little Cayman, offer excellent sport for the game fisherman throughout most of the year, and the coastal shallows provide the enthusiast with good bonefishing.

## MINING

There is no mining in the Cayman Islands. In the late nineteenth

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century phosphate deposits were worked in Grand Cayman and Cayman Brac, but they were of poor quality, and the discovery of phosphate beds in Florida killed this enterprise.

## THE TOURIST INDUSTRY

The Cayman Islands have much to offer the tourist who appreciates the unspoiled beauty of a small group of Caribbean islands inhabited by a friendly and proud people. The weather and the clarity of the water match the best that the West Indies can offer and the beaches, protected over most stretches by a coral-reef, are exceptional. There are good facilities for sailing, fishing, skin-diving and water ski-ing, and the average swimmer needs nothing more than a face mask to explore the beauties of submerged coral heads in shallow water. As yet, there is no golf-course in the islands but private enterprise already has plans for this and similar attractions in the future.

The creature comforts of the visitor receive personal attention in the local hotels, where the standards of comfort, service and cuisine are generally very good. There are 532 beds available in hotels, clubs and cottages at present, but plans for new hotels will increase this number appreciably in the near future.

### *Hotels, Clubs and Cottages*

Rates at the existing hotels and residential clubs range from £6 to £12 (U.S. $17.50 to $35) per day for a double bedroom during the winter season from mid-December to mid-April, and from £3. 10*s*. 0*d*. to £7 (U.S. $10 to $20) for the same accommodation during the summer. Self-contained beach cottages for two persons cost just over £6 (U.S. $18) per day in winter and £3. 10*s*. 0*d*. (U.S. $10) in summer, including the services of a maid. Luxury flats (or apartments) for two people can be rented at £14 (U.S. $40) per day during the winter season and £8. 10*s*. 0*d*. (U.S. $25) in summer, subject to a minimum booking of one week. These prices include the services of a cook and housemaid.

Hotels and residential clubs in the Cayman Islands are as follows:

| *Island* | *Place* | *Name of Hotel or Club* |
|---|---|---|
| Grand Cayman | West Bay | Galleon Beach |
| " " | " " | Caribbean Club* |
| " " | " " | Beach Club Colony |
| " " | " " | West Indian Club |
| " " | " " | Coral Caymanian |
| " " | " " | Pageant Beach Hotel |
| " " | George Town | Bay View Hotel |
| " " | South Sound | Sea View Lodge Hotel |
| " " | " " | Sunset House |
| " " | Colliers | Tortuga Club |

(*Under construction)

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| *Island* | *Place* | *Name of Hotel or Club* |
|---|---|---|
| Grand Cayman | Rum Point | Cayman Kai Hotel |
| " | " " | Rum Point Club |
| Cayman Brac | Frenchman's Point | Buccaneer's Inn |
| Little Cayman | Blossom Village | Southern Cross Club |

*Tourist Board*

In the five years under review, the tourist industry has grown steadily until it is now an important factor in the economy of these islands. The completion of the new telephone system and the proposed introduction of jet airliners will improve communications and thereby place this territory on an equal footing with the other Caribbean islands. This and other factors such as publicity, the traditional trade link with the United States and the provision of more hotel accommodation should encourage the expansion of the industry still further. The growth of tourism in the last two years can be gauged from the fact that bookings accounted for about 80 per cent. of the available hotel accommodation in the 1963–64 winter season whereas in 1965–66 each bedroom could have been sold twice and in some cases three times throughout the entire season.

Much of the credit for the rapid expansion of the tourist industry lies with the Airlines and with the Cayman Islands Hotel Association which, by sheer perseverance and with only a small grant from the Government achieved a considerable amount of publicity for the islands in 1964 and 1965. By the end of 1965, however the need for a Tourist Board was obvious and, under the provisions of the Tourist Board Law 1965, the Cayman Islands Tourist Board was appointed to commence its work in January 1966, under the chairmanship of an American citizen Mr. Eric Bergstrom, who is also the owner of one of the best clubs in the islands.

There are no casinos in the Cayman Islands and gambling, in any form, is prohibited by the Government.

*Other Industries*

The shortage of adult male labour, an inadequate supply of electric power and the absence of a permanent supply of fresh water faced potential light industrialists in these islands with insuperable problems in the past. The electricity problem will be overcome by the middle of 1966, when the output in Grand Cayman will be doubled, and it is possible that a hydro-geological survey may disclose a subterranean supply of fresh water to augment the existing catchments of rain water. Alternatively, it may be necessary to give

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serious consideration to the desalination of sea water, a process which is now less expensive than it was some years ago. Be that as it may, however, the assurance of comparatively cheap power, the absence of direct taxation and the availability of Caymanian women for employment has, in the last two years, attracted the interest of garment, furniture, plastics and fibre-glass manufacturers, some of whom have already had their applications, under the provisions of the Pioneer Industries (Encouragement) Law 1950, approved by the Legislative Assembly. These light industries should prove an asset to the islands.

In addition to these new industries, there are three concrete block and tile manufacturers, two modern bakeries, three printers and a colour-processing works in the islands.

## *Chapter* 7: Social Services

IN the Cayman Islands, primary education for all children between the ages of seven and fourteen has been compulsory and free since 1922. The standard of primary education is good, and it is comparable with that of the West Indies as a whole. The Government provided no secondary schooling until 1st January 1964, when it took over a small staff and some dilapidated buildings from the Presbyterian Church.

The control of educational policy and other matters is exercised by a Board of Education through the Education Department. This Board is constituted under law, and its members consist of professional educationalists and representatives of the Legislative Assembly and the Cayman Islands Teachers Association.

In 1960, 987 children were registered in the Government schools and, by the end of 1964 and 1965, the corresponding numbers were 1,348 and 1,537 respectively. This annual increase has presented the authorities with an accommodation problem. This and the public demand for better educational facilities in the past five years has necessitated annual increases in the Government's expenditure on education. In 1960, recurrent expenditure on education accounted for one eighth of the colony's total expenditure and, in 1965 when the Government's total expenditure was double that of 1960, the cost of education claimed one-fifth of that expenditure. The Cayman Islands are not grant aided by Britain and, consequently, the Government's annual recurrent expenditure, and much of its capital ex-

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penditure, is dependent upon its revenues. It follows, therefore, that further increases in the Education Vote of these islands cannot be made until the Government's revenues are substantially larger than they have been in the last two or three years, and this can only be achieved by a more equitable form of taxation.

### PRIMARY SCHOOLS

There are eleven Primary Schools in the islands and, with the exception of the George Town School, these are housed in village halls without partitioning between one class and the next. Under such conditions it is not easy for the pupils, or their teachers, to concentrate upon their work, and new school buildings will have to be provided in due course.

Since 1964, pupils in the Government Primary Schools receive an education which culminates in the British Common Entrance Examination. In 1965, 97 primary school pupils sat for this examination and 40 of these children subsequently entered the Government Secondary (Grammar) School.

### SECONDARY SCHOOLS

In January 1964, the Government took over the Cayman High School at the request of the Presbyterian Church and thereby assumed responsibility for secondary education. Shortly after this event, the secondary school system was divided into two streams, one of which prepares pupils for the General Certificate of Education at Ordinary ("O") and Advanced ("A") levels, while the other concentrates on the basic academic subjects, home economics and manual training up to "O" level standards.

In spite of concerted efforts by the teaching staff, the Education Department and the Board of Education neither the Grammar nor the Modern streams of the secondary education system have yet reached the normal standard of efficiency. This is due partly to environment and partly to the chronic shortage of qualified teachers; and the resultant problem is exacerbated by the fact that many children were, in the past, permitted to enter the secondary schools without achieving the basic academic qualifications at the end of their primary schooling. In the last two years, however, pupils entering the secondary schools have achieved the required level of attainment at their primary schools, so the general standard of education should improve in the near future.

In 1964, a home economics and workshop wing was added to the Government Secondary Modern School in George Town and plans were made for the provision of new accommodation for the Govern-

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ment Secondary Grammar School. This was necessary because, from the time of its inception as the Presbyterian High School, this school was housed in a few temporary huts erected by the American Navy during the second World War. At the same time, plans were also prepared for a new secondary school in Cayman Brac.

By the end of 1965, Mr. Michael Smith, an architect on the Advisory Staff of the Ministry of Overseas Development, had completed his plans for both new schools, and a generous grant of nearly £40,000 for their construction was made by Her Majesty's Government from Colonial Development and Welfare funds.

In the autumn of 1964, the staff of the Secondary Grammar School was reinforced by two Caymanian graduates from the University of the West Indies and by a volunteer graduate teacher from the Canadian University Service Overseas organisation. One year later, a second C.U.S.O. volunteer was posted to the school. These four young women and the two male volunteers from the V.S.O. organisation have done much to raise the standard of secondary education in these islands.

As a result of the shortage of qualified teaching staff and overcrowded class-rooms, it has not been possible for the Secondary Modern School to undertake its full curriculum in the last two years. More time and money will be required to solve this problem.

During his visit to the islands in 1965, Mr. H. Houghton, C.B.E., Deputy Educational Adviser to the Minister of Overseas Development, recommended that consideration be given to a merger of the two secondary schools in Grand Cayman. Much can be said in favour of the formation of a Comprehensive Secondary School and this recommendation will be examined with care.

## HIGHER EDUCATION

The Cayman Islands became a contributing territory to the University of the West Indies in the autumn of 1965. Two students from the islands were accepted by the University at the beginning of the 1965 academic year.

In 1964 the Ministry of Overseas Development awarded scholarships to two Caymanian students. One enabled a girl to undertake a full medical degree course at the Royal College of Surgeons in Dublin, and the other covered the cost of a post-graduate Master's degree course at Boston University, U.S.A., for a male student.

In 1965 the Board of Education granted a partial scholarship to a girl so that she could undertake a General Arts Course at Wilson College in the United States, and the Ministry of Overseas Develop-

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ment awarded a scholarship to a young Caymanian to enable him to attend the College of International Marine Radiotelegraphic Communications in Manchester. A third student was accepted for training as an Air Traffic Control Officer at the I.C.A.O's Training Centre in the West Indies.

In 1965 a senior Primary School Teacher attended a course in Multiple Class Teaching in New Zealand. This useful course and the return air passage were generously provided by the External Aid Department of the Government of New Zealand.

## PRIVATE SCHOOLS

There are seven private schools in Grand Cayman. Three of these schools, the Triple "C", the Cayman Preparatory School and the Truth for Youth school are operated by Christian Missions. The Cayman Preparatory School, run by the Presbyterian Church, provides a full primary education and in 1965 the school moved into a new building. The Triple "C" School, operated by the Church of God, provides preparatory and secondary education on American lines, in a modern building. These three mission schools are efficiently run, though it has been necessary for two of them, the Triple "C" and the Cayman Preparatory School, to obtain small grants from the Government.

## V.S.O. AND C.U.S.O. VOLUNTEERS

This chapter would be incomplete without a well deserved tribute to the British and Canadian volunteers who have served in the schools of these islands during the last five years. The valuable contribution which the young men of the British Voluntary Service Overseas organisation and the girls of the Canadian University Service Overseas have made towards the improvement of the local education system is much appreciated by the Government and the Board of Education.

## PUBLIC HEALTH

### *Medical and Dental Services*

In the five years covered by this report, the Government of the Cayman Islands has improved the medical and dental facilities which it offers to the public through the Medical and Dental departments. In common with many developing countries, a few essentials and much that is desirable remain to be done but, generally, the health of the Caymanian people is very good and they are still noted for their longevity.

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The main problem which faced the Government throughout this period was the difficulty encountered in recruiting qualified medical staff as replacements for, or additions to, the staff of the Medical Department. A similar problem existed in the field of education, and many people failed to appreciate that the world demand for qualified teachers, nurses and medical practitioners far exceeds the available supply. The effect of this situation, on the public health service of these islands, has been that of continual change in the senior ranks of the medical service and of posts which remained unfilled for months at a time. The inevitable result of this was a lack of continuity which aggravated the problem as a whole. In spite of this, however, the medical and dental staff successfully maintained a high standard of public health in the islands.

The Director of Medical Services, who is also the medical officer-in-charge of the Government Hospital in Grand Cayman, has a staff consisting of a medical officer, a dental officer, a health inspector, X-ray, laboratory and dental technicians, a dispenser, a matron and nurses and a Hospital Secretary. A staff of orderlies, cooks and a clerk is also employed at the hospital. The junior medical officer and one nurse are usually stationed in Cayman Brac, but the former post has been vacant since October 1965 and a replacement will not be available until the middle of 1966. The staff of the Medical Department is assisted, when necessary, by a private general practitioner who receives a small subsidy from the Government.

The Government Hospital in Grand Cayman, which includes a small isolation block, provides 34 beds for in-patients. It has a well-equipped operating theatre with a standby generator and an expensive new X-ray machine was installed in the X-ray Department in August 1965. The dispensary used by the Medical Officer at Cayman Brac is also well-equipped and it could be converted into a Cottage Hospital in the future.

A regular air service between Cayman Brac and Grand Cayman enables patients requiring surgery or specialist attention to be transported to the Hospital in Grand Cayman and thence, if necessary to Jamaica or the United States.

The services provided by the Medical Department include weekly clinics in the rural districts for out-patients, pre-natal care and a blood-donor panel. The latter service supplies whole blood in cases of extreme urgency, otherwise blood provided by the Ministry of Health in Jamaica is used.

In 1964 there were 800 admissions to the Hospital and 775 in 1965. Out-patients numbered approximately 6,810 in 1964 and 7,479 in 1965. During 1964 there were 53 major and 246 minor operations,

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compared with 38 and 134 respectively in 1965. During the period under general review the islands have been fortunate to have two highly qualified and experienced surgeons as successive Directors of the Medical Service. Dr. S. I. Williams completed his contract in July 1965 and he was succeeded as D.M.S. by Dr. A. D. Husband.

The growth of George Town and the residential areas surrounding it has progressively increased the burden on the refuse disposal service. New equipment specially designed for this work will replace the old vehicle by the middle of 1966.

Dr. Edlin Merren, the Government Dental Officer, has continued to devote his attention to the dental health of the islands, and the prophylactic work which he initiated some years ago in the schools has progressively reduced the amount of necessary remedial dentistry among the young. This work continues and, since 1965, it has included the distribution of fluorine tablets to youngsters throughout the islands. At the end of 1964 Dr. Merren completed his contract with the Government and his decision to join the permanent and pensionable establishment was welcomed by the Government and his fellow Caymanians.

The Government of the Cayman Islands relied heavily upon the assistance and advice generously provided by the Jamaican Ministry of Health during the last five years.

### MOSQUITO RESEARCH AND CONTROL UNIT

For some years prior to 1964, relatively large sums of budgetary finance were spent by the Government on attempts to rid Grand Cayman of its summer mosquitoes. These attempts provided some temporary relief, but the problem remained with the added danger that the surviving mosquitoes could have acquired some degree of immunity to the chemical insecticides used in these attempts.

Generally, these mosquitoes are not injurious to health, but their nuisance value is considerable, and several months of warm, but otherwise delightful, summer weather are lost to the tourist industry due to their presence in large numbers. Cayman Brac is virtually mosquito-free, because most of the land is high and there are no swamps but Little Cayman is afflicted with the same problem as Grand Cayman, since much of it is covered with mangrove swamp.

Following a visit by Dr. R. Lewthwaite, C.M.G., O.B.E., Adviser on Medical Research to the Minister of Overseas Development, to the Cayman Islands in May 1964, the Government decided that the mosquito problem should be tackled scientifically. A formal request was, therefore, made for assistance, and this resulted in a number of

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preliminary on-the-spot investigations not only by British entomologists but also by Canadian entomologists whose services were generously provided by the External Aid Office of the Canadian Government. Whilst awaiting the results of these investigations the Government built an entomological laboratory in the compound of the Government Hospital. This was completed by the end of 1964 and, early in 1965, it was equipped with certain basic essentials such as microscopes, chemicals, test tubes and a Land Rover. The credit for the plan of this excellent building belongs to Mr. J. Davis who was then undertaking research into the sand-fly problem in Jamaica. This entomologist paid a number of short visits to Grand Cayman in 1964 and 1965 with the generous approval of the Government of Jamaica.

By the middle of 1965, however, the results of the preliminary entomological investigations showed that there was no quick solution to the mosquito problem and that a period of scientific research would be necessary in order to determine the details and extent of the problem and the measures required to deal with it effectively. Accordingly, a decision was taken to establish a Mosquito Research and Control Unit in the Cayman Islands and, with help from the Ministry of Overseas Development and the Canadian External Aid Office, steps were taken to recruit two entomologists with experience of this type of problem.

In December 1965, Dr. M. E. C. Giglioli arrived in Grand Cayman to assume his duties as Government Entomologist and officer-in-charge of the Cayman Islands Mosquito Research and Control Unit.

## HOUSING

The standard of housing throughout the islands is high and the average Caymanian housewife must be among the most house-proud women in the West Indies. The older buildings are of wooden construction and nearly all of the new houses are built with concrete blocks to contemporary designs and then painted in bright pastel colours.

A striking feature of Grand Cayman and Cayman Brac is the number of partly-built concrete houses, many of which appear to have been abandoned. These are, in fact, the visible evidence of the seafarers' savings. Between voyages, they build as much as they can afford and eventually complete their new homes. In the past, it took as long as four or five years to complete one of these buildings, but now that loans can be obtained from commercial sources the sailor need not wait so long to complete his home.

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There are no rivers or streams in the islands so the roofs of most houses are used as catchments for rain water, which is stored in concrete cisterns for drinking, cooking and washing purposes. Adequate supplies of brackish water for water-borne sanitation are obtained from wells.

Many attractive new houses and cottages were built for Caymanians and winter tourists in the last five years and, since 1963, three new hotels and clubs were completed, and three of the older hotels enlarged their premises. In 1965, the Public Works Department erected street name-boards and sign posts in George Town and this service will be undertaken in other parts of the islands in due course.

The old wooden Government House in George Town became the Administrator's Office in 1962, when a new Government House, designed as a private residence for the Administrator, was completed on a beach site in West Bay. The first guest to stay at the new Government House was His Royal Highness The Duke of Edinburgh who visited Grand Cayman at that time.

## SOCIAL WELFARE AND COMMUNITY DEVELOPMENT

The Caymanian people enjoy a reputation for being a God-fearing and independent people. Generally, this is true but, in common with the rest of the world, the community has some social problems. Fortunately these problems are neither unique nor extensive and, because there are no legacies from a former West Indian plantocracy to contend with, only a few individual Caymanians believe that the world owes them a living.

### *Relief of Indigents*

There is no real poverty in the islands, but there are a number of indigents, usually aged and infirm, who require some financial assistance. This is provided by the Government, and each case is investigated and assessed with the assistance of the Cayman Welfare Association, a voluntary body, before an award is made. Occasionally, families abandoned by seafaring husbands, or fathers, require help, and then there are a few able-bodied men and women who, for one reason or another, are virtually unemployable and who look to the Government for assistance.

The Government has spent a considerable amount of money on feeding, clothing and housing Cuban refugees since the first boatload arrived in these islands shortly after the Cuban revolution.

### *Libraries*

A well-stocked library in George Town is maintained from Government funds. A voluntary Library Committee is responsible

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*Government House.*

*Beach Scene, Grand Cayman.*

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*The Royal Bank of Canada, George Town.*

*Cable and Wireless Telephone Exchange.*

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*New Supermarket, George Town.*

*New Shopping Centre, George Town.*

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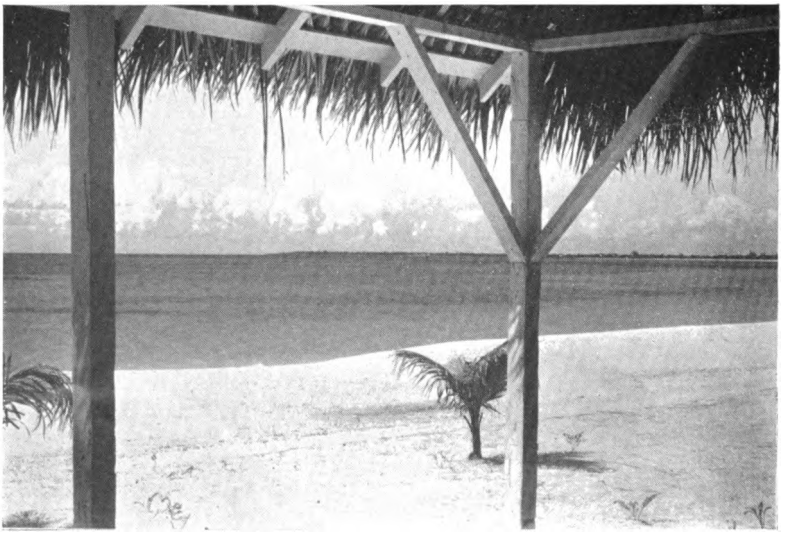
*Government Secondary School.*



*Beach Scene, Grand Cayman.*

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for policy and the acquisition of new books. Gifts of childrens' books from the Ranfurly Library Committee in Britain are distributed to school libraries, which are also augmented by regular supplies of childrens' illustrated periodicals provided by the British Government.

*Youth Organisations*

The Girls' Brigade, formerly known as the Girls' Guildry, and the local Boy Scouts Association continue to do good work among the youth of the islands, but the lack of continuity resulting from the quick turn-over of teachers in many schools has hindered the growth of the Boy Scouts movement in the islands. Only a few young Caymanian men are now interested in this type of voluntary work, but there is no shortage of willing voluntary workers among the young women.

*Probation and Juvenile Delinquency*

Prior to 1964, juvenile cases were heard in the ordinary Courts. In that year, however, the Legislative Assembly enacted a Juvenile Offenders Law which provided for the establishment of a Juvenile Court and the appointment of a Probation Officer. In 1965, this law was amended in order to give the Probation Officer greater latitude in her work, particularly in the preventative field. This has already produced beneficial results but, in spite of the fact that the incidence of juvenile offences was less in 1965 than in 1964, there is no room for complacency, particularly in the George Town, West Bay and East End districts of Grand Cayman. The majority of the islands' juvenile offenders are the victims of broken homes or parental neglect, but some of the teenage boys are from respectable homes where, due to absence of their fathers at sea or to paternal weakness, they are not subjected to a man's discipline after school hours and during the school holidays. In 1965, the main juvenile offences were breaches of the peace and larceny and, out of a total of 13 cases, nine involved youngsters between the ages of 14 and 17 years.

*Community Development*

A Cayman Islands branch of the Rotary Club was formed in 1965 with the assistance of Colonel B. Pirnie, one of Grand Cayman's regular winter visitors from the United States. This venture proved an immediate success and the weekly lunches in George Town are well-attended.

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# *Chapter* 8: Legislation

LEGISLATION enacted by the Legislative Assembly of the Cayman Islands between 1st January 1961 and 31st December 1965 was as follows:

*1961*

| *Law No.* | *Short Title* |
|---|---|
| 1 | Tourist Accommodation (Taxation) Law |
| 2 | Stamp Duty (Amendment) Law |
| 3 | Companies Law |
| 4 | Appropriation Law |
| 5 | Clerk of the Court (Additional Powers) Law |
| 6 | Cayman Islands Development Plan (Inter-Colonial Loan) Law |
| 7 | Importation of Animals (Amendment) Law |
| 8 | Aliens Law |
| 9 | Public Holidays (Amendment) Law |
| 10 | Co-operative Societies Law |
| 11 | Land Registration (Amendment) Law |
| 12 | Tax Collection and Internal Revenue (Amendment) Law |
| 13 | Pensions of Teachers (Validation) Law |
| 14 | Cayman Islands Education (Amendment) Law |
| 15 | Immigration Restriction (British Subjects) Law |
| 16 | Motor Vehicles |

*1962*

| *Law No.* | *Short Title* |
|---|---|
| 1 | Cayman Island Police Force Law |
| 2 | Poor Persons Legal Proceedings (Amendment) Law |
| 3 | Motor Vehicles (Amendment) Law |
| 4 | Appropriation Law |
| 5 | Liquor Licensing (Amendment) Law |
| 6 | Public Recorder (Amendment) Law |
| 7 | Cayman Islands Election Regulations (Amendment) Law |
| 8 | Emergency Powers Law |
| 9 | Electric Lighting (Amendment) Law |
| 10 | Legitimation Law |
| 11 | Stamp Issues (Cancellation) Law |
| 12 | Companies (Amendment) Law |
| 13 | Weights and Measures (Amendment) Law |
| 14 | Court Fees (Repeal) Law |
| 15 | Probates (Re-Sealing) (Amendment) Law |
| 16 | Motor Vehicles (Amendment) (No. 2) Law |
| 17 | Government Notices Law |
| 18 | Firearms (Amendment) Law |
| 19 | Registration of Clubs (Amendment) Law |
| 20 | Tax Protection (Exempted Companies) Law |
| 21 | Tax Concession (Approved Investments) Law |



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*1963*

| *Law No.* | *Short Title* |
|---|---|
| 1 | Stamp Duty (Amendment) Law |
| 2 | Appropriation Law |
| 3 | Cayman Islands Election Regulations (Amendment) Law |
| 4 | Cayman Islands Government (Amendment) Law (Cap. 425) |
| 5 | Supplementary Appropriation (1958–59) Law |
| 6 | Supplementary Appropriation (1959–60) Law |
| 7 | Supplementary Appropriation (1960) Law |
| 8 | Cayman Islands Administration of Justice (Amendment) Law (Cap. 421) |
| 9 | Roads (Amendment) Law |
| 10 | Sunday Trading (Amendment) Law |
| 11 | Cayman Islands Police Force (Amendment) Law |
| 12 | Bicycles (Control) Law |
| 13 | Electric Lighting (Amendment) Law |
| 14 | Music and Dancing (Licensing) Law |
| 15 | Dogs (Licensing and Controlling) Law |
| 16 | Lights on Carriages (Amendment) Law |
| 17 | Interpretation Law |
| 18 | Cayman Islands Government (Amendment) (No. 2) Law |
| 19 | Debentures (Local) Law |
| 20 | Loan Law |
| 21 | Cayman Islands Election Regulations (Amendment) (No. 2) Law |
| 22 | Motor Vehicles (Amendment) Law |
| 23 | Cayman Islands Administration of Justice (Amendment) (No. 2) Law |
| 24 | Judicature (Appellate Jurisdiction) (Amendment) Law |
| 25 | Stamp Duty Law (Amendment) (No. 2) Law |
| 26 | Cinematograph Law |
| 27 | Firearms (Amendment) Law |
| 28 | Supplementary Appropriation (1960) (No. 2) Law |
| 29 | Supplementary Appropriation (1959–60) (No. 2) Law |
| 30 | Cayman Islands Administration of Justice (Amendment) (No. 3) Law |

*1964*

| *Law No.* | *Short Title* |
|---|---|
| 1 | Revised Edition (Laws of the Cayman Islands) (Amendment) Law, 1963 |
| 2 | Statute Law Revision (Repeal) Law, 1963 |
| 3 | Appropriation Law |
| 4 | Medical Evidence (Amendment) Law |
| 5 | Clerk of the Court (Additional Powers) (Amendment) Law |
| 6 | Supplementary Appropriation (1961) Law |
| 7 | Marine Industry (Import Duty and Tonnage Tax) (Drawback) Law |
| 8 | Immigration Restriction (British Subjects) (Amendment) Law |
| 9 | Stipendiary Magistrate's (Amendment) Law |
| 10 | Statute Law Revision (Amendments) Law, 1963 |
| 11 | Juvenile Offenders Law |
| 12 | Customs Consolidation (Amendment) Law |
| 13 | Dangerous and Offensive Weapons |
| 14 | Liquor Licensing (Amendment) Law |
| 15 | Liquor Licensing (Amendment) (No. 2) Law |
| 16 | Motor Vehicles Insurance (Third Party Risks) Law |
| 17 | Firearms Law |
| 18 | Lobster (Restriction on Fishing) Law |
| 19 | Juvenile Offenders (Amendment) Law |
| 20 | Workmen's Compensation Law |
| 21 | Electric Lighting (Amendment) Law |
| 22 | Cayman Islands Lighthouse (Amendment) Law |
| 23 | Tax Collection and Internal Revenue (Amendment) Law |
| 24 | Tariff (Amendment) Law |

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*1965*

| *Law No.* | *Short Title* |
|---|---|
| 1 | Travel Tax Law |
| 2 | Judicature (Appellate Jurisdiction) Law, 1964 |
| 3 | Marine Industry (Import Duty and Tonnage Tax) (Drawback) Law, 1964 |
| 4 | Hotels Aid (Amendment) Law |
| 5 | Pioneer Industry (Amendment) Law, 1964 |
| 6 | Music and Dancing (Licensing) (Amendment) Law, 1964 |
| 7 | The Export Duty (Spirits) (Repeal) Law 1964 |
| 8 | Law Reform (Tort-Feasors) Law, 1964 |
| 9 | Law Reform (Contributory Negligence) Law |
| 10 | Motor Vehicle (Amendment) Law |
| 11 | Diplomatic Agent (Immunity from Legal Process) Law |
| 12 | Customs Consolidation (Amendment) (No. 2) Law |
| 13 | Cayman Islands Government (Amendment) Law |
| 14 | Lights on Carriages (Amendment) Law |
| 15 | Stipendiary Magistrate's (Amendment) Law |
| 16 | Justices of the Peace Jurisdiction (Amendment) Law |
| 17 | Supplementary Appropriation (1962) Law 1964 |
| 18 | Supplementary Appropriation (1963) Law 1964 |
| 19 | Finger Prints Law 1964 |
| 20 | Bicycles (Control) (Amendment) Law |
| 21 | Regional Planning (Amendment) Law |
| 22 | Customs Consolidation (Amendment) Law |
| 23 | Diplomatic Agent (Immunity from Legal Process) (Amendment) Law |
| 24 | Legislative Assembly (Immunities, Powers and Privileges) Law |
| 25 | Real Property (Representative) (Amendment) Law |
| 26 | Licences on Trades and Business Law |
| 27 | Crown Proceedings Law |
| 28 | Juvenile Offenders (Amendment) Law |
| 29 | Appropriation Law |
| 30 | Airport (Improvement Loan) Law |
| 31 | Liquor Licensing (Amendment) Law |
| 32 | Dangerous and Offensive Weapons (Amendment) Law |
| 33 | Dogs (Licensing and Controlling) (Amendment) Law |
| 34 | Cayman Islands Police Force (Amendment) Law |
| 35 | Legislative Assembly (Immunities, Powers and Privileges) (Amendment) Law |
| 36 | Work Permit Law |
| 37 | Motor Vehicle (Amendment) (No. 2) Law |
| 38 | Tourist Board Law |
| 39 | Firearms (Amendment) Law |
| 40 | Cayman Islands Currency and Legal Tender Law |
| 41 | Lobster (Restriction of Fishing) (Amendment) Law |
| 42 | Motor Vehicle (Third Party Risks) (Amendment) Law |

## *Chapter* 9: Justice, Police and Prisons

### JUSTICE

A STIPENDIARY Magistrate undertakes the greater part of the summary work of the Petty Courts and the Petty Sessions Courts in the Cayman Islands, and he also has jurisdiction as Judge of the

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Grand Court except in cases of capital felony. In 1965, a former Chief Justice of Zanzibar, Mr. G. J. Horsfall, was appointed to the post of Stipendiary Magistrate of these islands.

The Stipendiary Magistrate presides over the Courts in George Town but he also holds Courts in Cayman Brac when necessary. The Courts of the Cayman Islands are the Grand Court, the Quarterly Petty Court and the Petty Sessions Court.

*The Grand Court* is constituted by Act 3 of 1889, Sections 5 to 8 (Cayman Islands) and Cap. 421 of the Laws of Jamaica 1953 Revised Edition. It sits twice a year in June and December, and has jurisdiction as follows:

(*a*) In civil matters where the amount claimed in contract or tort exceeds £10, divorce, admiralty, bankruptcy, equity, and probate and administration.

(*b*) In all felonies and indictable misdemeanours and in certain other cases where under the law creating the offence jurisdiction is given to a Resident Magistrate in Jamaica; in the latter type of case the Judge presides without a jury.

(*c*) This court is also the court of appeal from decisions of the Petty Courts, Petty Sessions Court and Liquor Licensing Board.

*The Quarterly Petty Court* presided over by the Stipendiary Magistrate has jurisdiction to hear and determine all actions arising from contract or tort or from both, and trespass to lands when the debt or damages claimed do not exceed the sum of £10, and in which no question of the title to real estate is involved. This court has power, moreover, to try all cases in which disputes have arisen relative to the boundaries of lands where it is necessary to have a view.

*The Petty Sessions Court* presided over by the Stipendiary Magistrate sits regularly on Friday of each week, but the Stipendiary Magistrate sits occasionally during the week to dispose of any outstanding matters. In this court the Stipendiary Magistrate deals with all summary trials. This court also conducts preliminary examinations into indictable offences. The examinations are conducted before two Justices of the Peace.

Appeals from the Grand Court are sent to the Court of Appeal of Jamaica in both criminal and civil matters.

The number of persons dealt with by the Courts in 1964 and 1965 are shown in Appendices I and II, pages 56 and 57.

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## POLICE

In the three year period from 1st January 1963 to 31st December 1965, crime and incident reports decreased from a total of 1,168 in 1963 to 1,091 in 1964 and 1,032 in 1965. The most serious cases were offences against the person, breakings and thefts. These also decreased and the relative figures are shown below:

| | *1963* | *1964* | *1965* |
|---|---|---|---|
| Offences against the person | 308 | 276 | 248 |
| Breakings | 35 | 26 | 21 |
| Thefts | 54 | 37 | 38 |

In the same period traffic accidents rose from a total of 86 in 1963 to 112 in 1964, and then dropped again to 89 in 1965.

Until 1964 there was a speed limit of 35 m.p.h. throughout Grand Cayman, with limits of 20 m.p.h. in the towns. But by 1964, the speed limit outside the towns was being openly disregarded by the majority of drivers and, since it was virtually impossible for a small Police Force consisting of a Chief of Police, an Inspector, four Sergeants and 18 Police Constables to enforce the limit of 35 m.p.h. without removing most of them from more important duties connected with the prevention and detection of crime, the Government, in the autumn of 1964, raised the limit to 50 m.p.h. outside of towns and villages. Since then, motorists have generally adhered to this limit and, although the number of vehicles on the roads increases annually, the total accidents for 1965 barely exceeded the total for the first nine months of 1964.

In 1965, the Police Force were supplied with two additional vehicles, a Land-Rover and a Mini-Moke. This increase of mobility enabled the Police to patrol Grand Cayman more effectively. In spite of recruiting difficulties, a small establishment, and the rapid growth of the tourist industry, the Cayman Islands Police Force continues to perform its many duties effectively, and this is reflected in the overall decrease of crime in recent years.

The Police are also responsible for immigration. The annual totals of persons processed through immigration in the last three years are as follows:

| *Arrivals* | *1963* | *1964* | *1965* |
|---|---|---|---|
| Residents returning | 2,453 | 2,635 | 2,336 |
| Immigrants | 25 | 26 | 34 |
| Visitors and Tourists | 3,440 | 3,734 | 5,275 |
| In Transit | 170 | 72 | 68 |
| TOTAL | 6,088 | 6,467 | 7,713 |

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It will be necessary soon to increase the strength of the Police Force in order to enable it to fulfil its immigration duties effectively. Alternatively, it may be necessary to transfer this responsibility to a small Immigration and Passport Control department.

### PRISONS

There is a small prison in Grand Cayman and a police lock-up in Cayman Brac. The George Town Prison consists of six cells opening on to a small courtyard. It is used for prisoners serving sentences of six months or less, and for those awaiting transfer to the General Penitentiary in Jamaica. There is no permanent prison staff and the Police perform warder duties as and when required. Temporary female staff are employed when a female is imprisoned. A new prison is on the list of proposed development projects for the islands.

## *Chapter* 10: Public Utilities and Public Works

### PUBLIC UTILITIES

THERE are three public electrical utilities in the Cayman Islands: one in Cayman Brac and two in Grand Cayman.

The Cayman Brac Power and Light Co., Ltd., was formed some years ago with capital supplied partly from Caymanian sources, partly from American investors with a personal interest in the island's welfare and with a loan of £10,000 from Colonial Development and Welfare sources. This small utility started off on the right foot with new generating equipment and with poles and transmission lines erected by competent technicians. Since then, it has met the increasing demand for power with a trouble-free supply of electricity, and visiting electrical engineers have described it as a model of its kind from both the technical and economic points of view.

Unfortunately for Grand Cayman, the main electrical utility, the Cayman Islands Public Service Ltd., largely through financial difficulties, was not very successful in meeting its obligations. In 1961 as it was evident that this utility could not fulfil the requirements of its licence, the Government, acting in the public interest and with the agreement of the company, was obliged to assume management of the assets of the Cayman Islands Public Service Ltd. in order to continue the production, distribution and sale of elec-

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tricity to consumers. From the end of November 1961, therefore, this utility was operated by the Cayman Islands Government Electricity Undertaking under the direction of a competent and qualified Manager. Shortly after assuming its new responsibilities, the Government purchased two new and expensive generators which enabled the Cayman Islands Government Electricity Undertaking to provide consumers with a reliable supply of current in those areas where it was not necessary to repair or replace poles, cables and transformers.

Early in 1962, the Cayman Islands Public Service Ltd. went into liquidation, and an Official Liquidator was appointed by the Court to dispose of the company's assets. Subsequently, the Government took an interest in the liquidation proceedings because the purchaser of these assets would be obliged, if he intended to continue the production of electricity, to obtain a franchise for this purpose from the Government in the form of a licence granted under the appropriate law.

By 1964, the assets of the Cayman Islands Public Service Ltd. had not been sold, and it was during that year that the growing demand for electricity first showed signs of exceeding the output of the two new generators. In view of this, and the fact that the Cayman Islands Government Electricity Undertaking was operating on an economical basis, the Government gave consideration to the possibility of purchasing the assets, and running the concern as a Government electrical utility. In the event, this consideration was rejected because the Government could not afford to purchase these assets, and undertake the necessary rehabilitation and extension of the electricity system, without sacrificing one or more of its priority development projects. Accordingly, action was then taken to advertise the sale of these assets, and to invite tenders for an electricity franchise in Grand Cayman, in prominent newspapers and technical journals in Britain, Canada, the United States and the West Indies.

In the middle of 1965, tenders for the electricity franchise and for the assets of the Cayman Islands Public Service Ltd. (in liquidation) were received in Grand Cayman, and shortly thereafter a Committee, appointed by the Legislative Assembly for this purpose, considered each bid for the franchise in detail. During its deliberations, this Committee received valuable technical advice from the Crown Agents' Electrical Adviser, who visited the territory to render this service. In September 1965, the Legislative Assembly accepted the Committee's report and recommendations, and awarded the electricity franchise to an American concern which has since registered a company in the Cayman Islands under the title of Caribbean Utilities Co. Ltd.

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The second electrical utility in Grand Cayman is the Bodden Town Power and Service Co. Ltd. This small utility supplies electricity to consumers in the Bodden Town district of Grand Cayman for a minimum period of six hours daily. In the autumn of 1965, the holder of this electricity franchise, who is an individual, exercised an option to extend electricity to the northern and eastern areas of Grand Cayman and, if this work is not completed within the prescribed period of twelve months, the option lapses by default.

### PUBLIC WORKS

The Public Works Department is responsible, primarily, for the maintenance and repair of the Government's roads, buildings, vehicles and lighthouses. The Department also constructs new roads and buildings when funds for this work are available.

The Public Works Department is headed by a Superintendent of Works and the staff consists of an administrative assistant, a clerk and a number of artisans, heavy equipment operators and drivers. Skilled and unskilled labour is also employed, when necessary, at daily rates of pay. In the last five years, and in 1964 and 1965 particularly, demands for the services of this Department increased considerably and, consequently, it has been hard-pressed to meet its many commitments. In 1964, the Department received some new equipment, which included a large road-grader and road-roller, and this enabled it to send a reconditioned grader and roller to the island of Cayman Brac, where full use has been made of these small machines.

At the end of 1965, a graduate Civil Engineer from the Voluntary Service Overseas organisation was attached to the Public Works Department, and his advice on, and active participation in, many important projects have broadened the Department's capabilities. In 1964 and 1965, a number of the Department's staff attended courses in Jamaica and this has resulted in increased efficiency.

## *Chapter* 11: Communications

### SHIPPING AND HARBOURS

GEORGE TOWN is a port of registry with a total of 19,300 gross tons on the register at the end of 1965. During that year, 170 ships arrived in the port and eleven ships, totalling 1,450 gross tons, were added to the register.

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The islands are not served by a steamship line, but sea communications are maintained by several Caymanian and American owned vessels which ply regularly from the ports of Tampa and Miami in Florida to the Cayman Islands and thence to Kingston in Jamaica. Most of these vessels, which carry passengers occasionally in addition to cargo, are of a few hundred tons registered weight.

The major bottleneck in the flow of goods into Grand Cayman is the poor wharf accommodation at George Town, where only one sizeable and one small vessel can be berthed at a time. There are no off-loading installations on the wharf and, consequently, cargo is discharged with the vessels' derricks. This prevents a quick turn-round, which aggravates the accommodation problem. Indeed, as a result of the islands' rapid development in recent years, it is not an uncommon sight to see several ships awaiting their turn to unload. The ship owners and the Customs authorities do their best to overcome the difficulties of the situation and, although temporary improvements are planned, the problem cannot be solved without major capital expenditure. This also applies to the island of Cayman Brac where cargo is off-loaded into small boats and rafts.

In 1964, the Government requested Messrs. Wallace Evans and Partners of Kingston to undertake a survey of sites suitable for harbour development in Grand Cayman, and the final report of these experienced harbour engineers showed that two sites, one in George Town and the other in Red Bay, could be developed most economically. The minimum requirements set by the Government were berthing facilities for three local merchant vessels, one deep-water berth for an ocean-going merchantman or cruise liner and a dry dock capable of holding a ship of several hundred tons. In March 1965, the Legislative Assembly took a policy decision in favour of the proposed harbour development in Red Bay, not only because this site is capable of further development in years to come, but because there is adequate land available for shore installations such as warehouses, fuel tanks, customs sheds, car parks and port authority offices. The George Town site does not offer this advantage, although the reclamation of land on the shore-line would provide space for a few essential buildings. The physical planning adviser responsible for the new town-plan of George Town supported the Government's decision in favour of Red Bay on the grounds that major development of the existing harbour in George Town would result inevitably in the creation of a serious traffic congestion problem in the town's narrow streets and that it would spoil the character of the existing water-front, which is one of the island's tourist attractions. The problem now facing the Government is the

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provision of finances for this essential but, for these islands, expensive project.

## ROADS AND VEHICLES

The main road in Grand Cayman is approximately 35 miles in length, running south from Boatswain Bay in the north-west, through West Bay to George Town, where it starts to follow the southern coast in an easterly direction to Bodden Town and East End, and thence northwards to Colliers Point. This road has an asphalt surface from West Bay to Bodden Town, and remaining stretches have a "marl" surface which remains in good condition except during very wet weather. At Frank Sound, a road of equal importance about twelve miles in length branches from the main road northwards across the centre of the island to Old Man Bay, and thence in a westerly and north-westerly direction to Northside and Rum Point respectively. Plans for constructing a new road from Old Man Bay to Colliers are receiving consideration as part of a general plan to surface-dress the existing main roads in Grand Cayman and Cayman Brac.

In Cayman Brac, the main road runs from the airfield at West End Point along the north coast to Spot Bay, and a secondary road follows the southern coast from Channel Bay in the west to a point close to the great bluff at East End. There are a few miles of asphalt surface on the main road but, despite regular attention, this road will remain rough until funds are available to provide it with a surface dressing.

The road in Little Cayman runs from West End Point along the south side of the Southern Cross Club's private airfield to the Club itself in the area of Blossom Village. The Government has yet to give attention to the provision of a main road on this delightful little island.

There are no regular bus services in the three islands but a number of school buses connect the villages with the main centres of Grand Cayman and Cayman Brac every morning and afternoon. Grand Cayman is well-supplied with taxis and self-drive cars can be hired from a number of firms. There are over 600 motor vehicles in the islands and bicycles and motor-scooters are a popular means of transportation. Towards the end of 1964, a law was enacted which made motor vehicle insurance compulsory.

## AIR SERVICES

### *Airlines*

Two airlines connect the main island of Grand Cayman with Jamaica, the United States of America and Costa Rica. British

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West Indian Airways (B.W.I.A.), an affiliate of B.O.A.C., operates Vickers Viscount prop-jet aircraft on the route from Kingston, in Jamaica, through Grand Cayman to Miami, U.S.A., and thence back to Kingston via Grand Cayman. Lineas Aereas Costarricenses S.A. (L.A.C.S.A.) the Costa Rican airline, which is affiliated to Pan American Airways, uses Douglas D.C.6B passenger aircraft and C.46 freighters on the route from San Jose in Costa Rica, through Grand Cayman to Miami, and thence back to Grand Cayman and Costa Rica.

There has been a steady growth of passenger traffic on both of these routes in the last five years due mainly to the development of the tourist trade. Throughout the winter tourist season, from early December to the end of April, B.W.I.A. and L.A.C.S.A. have between them provided regular daily flights between Grand Cayman and Miami, in both directions, except on Tuesdays. During the same period B.W.I.A. has operated four north and four southbound flights per week between Kingston and Grand Cayman, and L.A.C.S.A. has provided three return flights per week between Costa Rica and Grand Cayman. In the summer season, from May until the end of November, passenger traffic decreases and, consequently, both airlines have reduced the frequency of their flights to three north and three southbound services per week in the case of B.W.I.A., and two in the case of L.A.C.S.A.

The reconstruction of the Grand Cayman Airfield should enable B.W.I.A. and L.A.C.S.A. to introduce jet-aircraft on these routes by the end of 1966, thus reducing the flying times between Grand Cayman and the international airports at Kingston, Miami and San Jose. B.W.I.A. is already equipped with Boeing 727 jetliners and L.A.C.S.A. has stated that it intends to purchase the smaller B.A.C. 1–11 aircraft.

Cayman Brac Airways Ltd., a subsidiary of L.A.C.S.A., connects Grand Cayman with the islands of Cayman Brac and Little Cayman. Designated as a regular scheduled carrier, this little airline has made three flights weekly in each direction between Grand Cayman and the two smaller islands during the winter season, and two in the summer. On Sundays, throughout the year, a return service has also been flown from Grand Cayman to Montego Bay in Jamaica via the island of Cayman Brac. The aircraft used during the last five years was a twin-engined Beechcraft, which holds eight passengers. Recently, this aircraft has proved too small to meet passenger requirements in the winter season, and plans are being made to replace it with a modern and larger aircraft in the future.

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Cayman Brac Airways maintains a vital link between the three islands, but the provision of mechanics and a hangar for maintenance purposes in Grand Cayman, and the rental of a spare aircraft during the winter months, add greatly to the running costs and, consequently, the company has operated at a loss. The revenue derived from increased traffic has been encouraging, but rising costs virtually nullify this, with the result that the Government of the Cayman Islands has continued to pay the airline a subsidy of £4,000 annually.

From the winter season of 1963–64 onwards, Pacific Western Airways were granted permission to operate fortnightly charter flights from Vancouver to Grand Cayman in order to open the island to package tours from western Canada.

*Airfields*

There are three airfields in the Cayman Islands. The Government owns and maintains a surfaced runway of 3,225 feet in Cayman Brac, and the Southern Cross Club has a private grass airstrip of equal length in Little Cayman. Both of these airstrips are suitable for most types of light aircraft and Cayman Brac Airways use them regularly. During the 1964–65 and 1965–66 winter seasons, however, private Dakota (D.C.3) aircraft also used the Southern Cross Club's private runway on Little Cayman.

The Owen Roberts Airport, situated in George Town, Grand Cayman, is the main airfield of the Cayman Islands. It is 5,500 feet in length and, since its completion fourteen years ago, it has catered adequately for the needs of propellor-driven aircraft, ranging in size from light planes to Viscounts and Douglas 6B and 7C airliners. In 1964, however, it became obvious that the runway, taxiways and apron would have to be strengthened considerably in order to cope with the medium and short range jet-liners ordered by B.W.I.A. and L.A.C.S.A. as replacements for their obsolescent equipment. In the event, the rehabilitation of the Owen Roberts proved to be the islands' most expensive development scheme in the five year period covered by this report, and one which could not have been undertaken without substantial financial assistance from Britain.

Following a detailed examination of the Airport in 1964 by Engineers of the Ministry of Aviation, it was decided that the foundations of the runway, taxiways and apron should first be strengthened, and then the whole area resurfaced, so that the Airport could safely handle the Boeing 727 jet-liner and other aircraft with similar airfield requirements. In 1965, Messrs. Scott and Wilson, Kirkpatrick and Partners were appointed as the Consulting

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Engineers for this project and, some months later, the Crown Agents, acting on behalf of the Government of the Cayman Islands, awarded the contract for the rehabilitation of the Owen Roberts Airfield to the Hadsphaltic Construction Co. Ltd. In turn, the Contractors awarded a sub-contract to the Limmer-Trinidad Asphalt Co. Ltd. for the resurfacing of the runways and its environs.

The total cost of this scheme, which includes the installation of night lighting and V.A.S.I. and the provision of new fire-fighting and rescue appliances, is £463,500. Of this total, £206,500 is a generous grant from the British Government's Colonial Development and Welfare funds, and the balance of £257,000 is an Exchequer loan which will be repaid by the Government of this territory over a period of 25 years.

Since 1962, Air Traffic Control and the overall management of the Airport has been undertaken by qualified and experienced officers seconded from the Ministry of Aviation. In 1965 arrangements were made for a young Caymanian to be trained in this work at the I.C.A.O. Training School in Trinidad.

Under the terms of an agreement which was completed some years ago between the Government and International Aeradio (Caribbean) Ltd. this company has been responsible for the supply and maintenance of radio equipment at the Owen Roberts Airfield.

## TELECOMMUNICATIONS

In a decade which has seen the introduction of telecommunication satellites it is unusual even for small countries, such as the Cayman Islands, to be without an internal telephone or telegraph system. In 1964, the Government decided that the islands' internal and external communication system should be improved and tenders were invited from firms interested in securing a 25 year franchise for the installation, maintenance and operation of an efficient internal telephone system, with external links, in the Cayman Islands. Several bids were received for this franchise and, after a detailed examination of each tender with the assistance of an impartial telecommunications adviser, the Government awarded the franchise to Cable and Wireless Ltd. Work on the installation of the internal and external telephone systems started in August 1965 and is due to be completed at the end of 1966. The internal system will include radio-telephone links from George Town to North Side, East End and Bodden Town in Grand Cayman, and to the islands of Cayman Brac and Little Cayman. The external link with the main telecommunication centre, operated by Cable and Wireless Ltd. in Jamaica, will be made by using the latest tropospheric scatter equip-

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ment in the radio transmission/reception stations on Grand Cayman and Cayman Brac. The Government appreciates the excellent work now being undertaken by Cable and Wireless Ltd. in this territory, and it is confident that although its new telephone system may be one of the last in the West Indies, it will be by no means the least.

Until the end of 1966, telegrams will continue to be transmitted and received by the Post Office Wireless stations in Grand Cayman and Cayman Brac. Thereafter, this service, and the radio operators, will be transferred to Cable and Wireless Ltd.

### POSTAL SERVICES

In the last five years the volume of incoming and outgoing mail handled by the main Post Office in George Town has increased by over 500 per cent. This increase is due primarily to the general development of the Cayman Islands and, secondly, to the business engendered by a thriving tourist industry. It has not always been possible to recruit suitable additional postal staff to meet the growing demand on the facilities provided by the Post Office but, in spite of this difficulty, the standard of efficiency of the department remains generally high.

The introduction of Post Office Boxes in 1960 proved popular, and, since then, the demand for these boxes has increased annually. Several new sub-Post Offices and Postal Agencies were opened in the period under review, and the mail was carried regularly between the islands and throughout Grand Cayman by contract mail carriers travelling by land, sea and air.

The sale of Postage and Revenue Stamps continued to be an important source of revenue, and the interest of philatelists in the stamps of this territory continued unabated. The islands have participated in a number of omnibus issues in the last two years, such as the I.T.U. Centenary and the Winston Churchill Memorial issue, but the Government has no intention of flooding the market with stamps with a view to increasing its revenues. From time to time, local commemorative issues will be made when appropriate, and the one-farthing stamp will be retained in memory of a little coin no longer in use in Britain.

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# *Chapter* 12: Press, Broadcasting, Films and Government Information Services

## PRESS

UNTIL the end of 1964, the public of the Cayman Islands depended on Jamaica's *Daily Gleaner*, the *Miami Herald* and a locally published religious tract, entitled *The Gospel of the Kingdom*, for its newspaper reading material. These papers still enjoy a fair circulation, but the publication of the islands' first weekly newspaper *Tradewinds*, in December 1964, proved an instant success throughout the territory. This was followed, in the middle of 1965, by a second weekly newspaper called *The Caymanian*, and both papers have successfully maintained sound standards of journalism, comment and criticism, with attractive lay-outs and clear printing on good quality newsprint.

## BROADCASTING AND TELEVISION

Consideration is to be given to the possibility of establishing a small Sound Broadcasting and/or Television Station in the Cayman Islands. There is a definite need for a local Broadcasting Station in the territory because the powerful output from Radio Cuba renders most other stations inaudible after sunset.

## FILMS

There are seven open-air cinemas in the Cayman Islands. The exhibition of films is not controlled by a Board of Censors, but the licensing of cinemas and the enforcement of safety regulations is undertaken by a Cinematograph Committee appointed under the provisions of the appropriate law.

## PUBLIC RELATIONS

In 1965, the Government appointed Mr. E. O. Panton, I.S.O., M.B.E., J.P., as its honorary Public Relations Officer. This officer, who retired from the post of Assistant Administrator at the end of 1964, is also a member of the Cayman Islands Tourist Board.



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# PART III

## *Chapter* 1: Geography and Climate

### GEOGRAPHY

THE Cayman Islands consist of three islands—Grand Cayman, Cayman Brac and Little Cayman—which lie in the Caribbean Sea between 19° 15′ and 19° 45′ north latitude and 79° 44′ and 81° 27′ west longitude. The islands are projecting peaks of the Cayman Ridge, a range of submarine mountains continuous with the Sierra Maestra Range of Cuba and running west to the Misteriosa Bank in the direction of British Honduras.

*Grand Cayman*, which is situated about 180 miles west-north-west of the westernmost point of Jamaica and about 150 miles south of Cuba, is roughly 22 miles long from east to west with a maximum width of about eight miles. Its most striking topographical feature is the shallow reef-protected harbour of North Sound, which is seven and a half miles long by six miles wide and which almost cuts the island into two parts. The area of Grand Cayman is approximately 76 square miles. The island is divided into six districts, viz., George Town (population 2,705), West Bay (population 2,370), Prospect (population included in George Town), Bodden Town (population 819), North Side (population 467) and East End (population 664).

*Cayman Brac*, which lies 89 miles east-north-east of Grand Cayman, is the most elevated and the most striking in appearance. It is about 12 miles in length, with an average width of a little over a mile and an area of approximately 14 square miles. Cayman Brac is divided into four districts: Stake Bay, West End, Creek and Spot Bay (population 1,463).

*Little Cayman*, five miles to the westward of Cayman Brac, is 10 miles long with a maximum width of two miles and an area of about 10 square miles. Little Cayman is divided into two districts: South Town (population 23) and Jacksons (no inhabitants).

The population figures shown were obtained from the 1960 census.

In his *Geology of the Cayman Islands*, Dr. C. A. Matley describes the islands as follows:



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> "All the islands are low-lying, and do not attain anywhere a height of more than 60 feet above sea-level, except Cayman Brac, the eastern end of which rises to 140 feet. Viewed from the sea, they have a general resemblance to the flat-topped islands of the Bahama group. They are formed entirely of calcareous rocks, which the present survey has shown to be separable into two formations. An older limestone, which I call the Bluff Limestone, forms the central and larger part of each island; and a younger formation of consolidated coral-sand and marl, with some limestone, which I call the Ironshore Formation, occupies most of the periphery as a low coastal terrace, and generally terminates abruptly inland against raised marine cliffs of the Bluff Limestone. In addition to the above are the recent deposits which, at sea, are living coral-reefs and almost surround the islands of Grand Cayman and Little Cayman, but occur only to a limited extent to the south-west of Cayman Brac and, ashore, consist of blown coral-sand and storm beaches of coral shingle piled up by winds, storms, and hurricanes on the seaward side of the coastal platform. All the islands are entirely devoid of streams, owing to the porosity of the limestones, and even dry valleys are absent."

Even the layman's eye can see at once that the geological formation is not conducive to modern methods of agriculture: there is an area of arable land on top of the bluff in Cayman Brac, but elsewhere cultivable soil is to be found only in pockets separated by rock, either actually outcropping, or coming so close to the surface as to prevent the use of a plough. There are many cracks and fissures in the rock, usually with fertile soil in them, and excellent citrus, paw-paws, bananas, breadfruit, and ground crops such as cassava and yams, can be grown and harvested, but only by manual labour under wasteful conditions, so that agriculture offers little reward. In some parts there are good pastures, and a few of the islanders still go in for raising cattle.

Some ten miles west of Grand Cayman is an area of shoal water known as the Cayman Bank, which is five miles long and about half-a-mile wide, with depths of 15 to 20 fathoms. Its platform-like surface is surrounded on all sides by steep slopes.

South of the Cayman group, at distances varying from 25 to 50 miles, lies the Bartlett Deep, which is some 50 to 90 miles wide and extends in an east-and-west direction from the Gulf of Honduras to Western Haiti. Ten soundings of over 3,000 fathoms have been obtained, the sounding south of Grand Cayman being 3,428 fathoms.

## CLIMATE

The climate of the Cayman Islands is for the greater part of the year excellent; as the islands lie in the latitude of the Trade Winds, there are few days of calm and the north-east breezes temper even the hottest days. Only when the wind veers to the south-east or south can the temperature be deemed oppressive.

The seasons are fairly well-defined. The period May to October is the hot season, when the temperature ranges from 70° to 85° F.,

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and the prevailing winds are from east to south. During this period the rainfall is comparatively heavy and mosquitoes can be a major pest. The cool season is from November to April when the range of temperature is 10° lower, and the prevailing winds from north-east to north-west. The pleasantest period is from mid-November to mid-March, when the weather is generally cool and there are few, if any, mosquitoes.

The total rainfall for the years 1964 and 1965 was 70.37 and 42.37 inches respectively, the average during the years 1961–65 being 56.70 inches per annum.

The hurricane season lasts from July to November, and the islands have been hit periodically. The last visitation of this kind was in October 1944, though in October 1952 the islands narrowly escaped severe damage, catching the edge of a hurricane whose centre passed only 40 miles to the west of Grand Cayman.

The following table shows the principal hurricanes which have struck the islands since the early part of the eighteenth century:

| | | | |
|---|---|---|---|
| September, | 1735 | October 10th, | 1846 |
| August, | 1751 | October 10th, | 1876 |
| October, | 1812 | August 11th, | 1903 |
| August, | 1835 | August, | 1915 |
| June, | 1836 | September, | 1917 |
| September 24th, | 1838 | November 7–8, | 1932 |
| October 28th, | 1838 | July 1st, | 1933 |
| | | October 14th, | 1944 |

As will be seen, 12 of the 15 hurricanes recorded in this table occurred in the three months August–October. One of the most disastrous ever to strike the Cayman Islands was that of November 1932, which killed 69 and injured hundreds on Cayman Brac. The accompanying tidal wave completely crossed Little Cayman in places.

## *Chapter* 2: History

So far as is known there is no evidence of occupation of the Cayman Islands by aboriginal tribes. A few stone axes found in caves, however, suggest that wandering Caribs might have visited the islands from time to time.

The recorded history of the islands begins with the sighting of the islands of Cayman Brac and Little Cayman by Columbus on 10th May 1503, during his fourth and last West Indian voyage. In en-

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deavouring to make a landfall on Hispaniola after leaving Panama, he was forced well to the west of his course, when, according to the record of his son, Fernando, he passed "two very small and low islands, full of tortoises, as was all the sea about, insomuch that they looked like little rocks, for which those islands were called Las Tortugas." From this time there is almost a complete gap of 125 years, although the Cantino chart of 1502, and a somewhat later Portuguese map have been held to show the islands in their approximate positions. The Maggiolo map of 1518 is the first to show the Lesser Islands in approximately their correct location. A map dating from the period 1527–30 introduced for the first time the name "Caymanes" which was applied to the Lesser Islands now known as Cayman Brac and Little Cayman. Alonzo de Santa Cruz's map of 1542 has been cited as showing "Caiman Grande" correctly located.

No early settlement was made in the islands, but from the earliest times the prodigious number of turtle found around the islands attracted ships of all nations for revictualling purposes. As many as forty sloops at a time from Port Royal alone were to be found loading turtle in Cayman waters, and Professor Archie Carr in his book *The Windward Road* has pointed out that this fecund source of fresh food for scurvy-ridden ships was a significant and important factor in the opening of the Caribbean, and had a direct and traceable effect on the course of colonisation. Captain William Jackson visited Grand Cayman in 1643 after his abortive attempt on Jamaica and describes Grand Cayman as follows:

> " This place is low land and all rockye, and there be other 2 Islands of ye same name and Quallitie, being by ye Spanyards called Chimanoe, from ye multitude of Alligators here found which are Serpents, if not resembling ye Crocodiles of Egypt. Hither doe infinnit numbers of sea tortoises resorte to lay their eggs upon ye Sandy Bay, which at this time (June) swarm so thick. The Islands is much frequented by English, Dutch and French ships, that come purposely to salt up ye flesh of these Tortoises."

Jamaica was taken in 1655, and, by the Treaty of Madrid in 1670, was ceded to the British Crown, and with it the Cayman Islands.

The islands were for a long period a favoured haunt of pirates, and "The Caymanes" are named frequently in pirate literature. Teach (Blackbeard), who was clearly not above snapping up unconsidered trifles, is recorded as having taken a "small turtler" at Grand Cayman, and the following extract from Johnson's *General History of the Pirates*, and relating to the year 1722, is illuminating:

> " I should have observed, that when the *Lucretia* and *Katherine* was suffered to go away, the Pyrates detained their Mate, who was now the only man aboard, who understood navigation, and him they desired to take upon him the Command of the Sloop, in the room of Captain Evans,

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deceased: but he desired to be excus'd that Honour, and at length positively refused it; so they agreed to break up the Company, and leave the Mate in Possession of the Vessel; accordingly they went ashore at the Caimanes, carrying with them about nine thousand pounds amongst thirty persons: and it being fair weather, the Mate and a Boy brought the vessel into Port Royal, in Jamaica."

References towards the end of the seventeenth century indicate that there were at that time semi-permanent settlements. For example, one document dated 1670 reports a Spanish attack upon English fishermen at "Caimanos" in which the Governor's house was burned, one ship, one ketch and three sloops taken, and all the island's fishing boats destroyed. A later report of the same year mentions that Captain Rivero Pardal went ashore at "Caimanos" where he burned twenty houses, fought Captain Ary and carried out other exploits.

The earlier settlers were groups of shipwrecked sailors, marooned mariners, debtors and buccaneers. Serious settlement appears to have started at the beginning of the eighteenth century. The first grant of land was made in 1734 to Daniel Campbell, John Middleton and Mary Campbell. Mrs. Mary Bodden received a grant in 1741, at least three other grants being made at about the same time.

By the end of the eighteenth century the ruthless exploitation of Cayman turtle had so far reduced their number that their extermination was made certain, and the inhabitants of Grand Cayman (who had practically no alternative resources) were compelled to go further afield in search of new turtle fisheries. They first went north to Cuba, where their tendency to supplement fishing with wrecking and brigandage did little to commend them to the Spaniards, who as late as 1798 appealed to the Spanish Government to "wipe out the Pirate's nest" which was Grand Cayman. The Cuban turtle suffered the same fate as those in Grand Cayman, and before 1850 Caymanians had turned south to the Central American coast, where turtle fishing continues to the present day.

The islands of Cayman Brac and Little Cayman were permanently settled only in 1833, when several families from Grand Cayman established themselves on Cayman Brac, where they lived in isolation till 1850, when, then numbering 36, they built themselves a boat. It is interesting to note that as late as 1877 there was no administrative connection between Grand Cayman and the Lesser Islands; in 1877 a Justice of the Peace was appointed in Cayman Brac; not till 1887 was any more formal connection established; this was done in a rather absentminded fashion, and produces anomalies up to the present day.

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The islands were favourably located for trade with passing shipping in the days of sail, but as the nineteenth century advanced and steam gradually replaced sail, the islands became more and more cut off from the outside world, a state of affairs which lasted, effectively, until the 1940's and the era of air transportation. The result was extensive emigration to Nicaragua, and the settlement of the Bay Islands (at one time British but now part of Spanish Honduras), and later extensive emigration to Florida.

There has been a good deal of conjecture about the origin of the name "Cayman." It has been argued that the "alligators" described by Captain Jackson were probably iguanas, and this is borne out by a French account of Drake's voyage of 1586 in which an anonymous writer states—

> ". . . they passed by the island of Caymanas, which is not inhabited. There are on this island great serpents called "Caymanas," like large lizards, which are edible."

On the other hand, William Dampier, who paid several calls at the islands in 1675 and 1676 mentions "many crocodiles on the West Bay, some of which would scarcely stir out of the way." He goes on to say "at Grand Caymanes are crocodiles but no alligators . . . both kinds are called Caymanes by the Spanish," and further "crocodiles are more fierce and daring than alligators. When we go to the Isle of Pines or Grand Caymanes to hunt, we are often molested by them, especially at night."

Iguanas inhabit the islands at the present time, particularly the Lesser Islands, but there are only unconfirmed reports of the existence of crocodiles during the recent past, relating mainly to Little Cayman. All that can be said today is that the islands were either named after the crocodiles which used to inhabit them, or were named after iguanas which were mistakenly identified as crocodiles. There is historical evidence to support either of these arguments.

## *Chapter* 3: Administration

In the early days of settlement, public affairs were administered by Justices of the Peace appointed by the Governor of Jamaica. The Justices functioned under the direction of one of their number, selected from among themselves, and styled "Governor." In 1832 the principle of representative government was accepted and elected

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members known as Vestrymen were added to the administrative body. At the same time the title "Custos" was substituted for that of "Governor".

An Act of Parliament passed in 1863 provided for the ratification of all prior acts of the local body receiving the assent of the Governor of Jamaica. Under this authority, 20 acts, passed between 1832 and 1864, were submitted to the Governor of Jamaica, whose assent to them was given in 1865. It was further provided in the Act that the Justices and Vestry should continue to exercise legislative powers, their enactments being subject to the assent of the Governor of Jamaica. Under the same authority the Legislature of Jamaica could make laws for the peace, order and good government of the Dependency, and could amend or repeal any of the laws passed locally.

In 1898 the powers of the Custos were vested in a Commissioner who combined administrative duties with those of a Judge of the Grand Court. This arrangement endured until 1957, when a Stipendiary Magistrate was appointed for the first time. The Stipendiary Magistrate, in the absence of the appointment of any person to be Judge, has the powers and jurisdiction of Judge of the Grand Court in all cases except capital felony.

Under the constitution of 1959, the Cayman Islands ceased to be a dependency of the then Colony of Jamaica, but the Governor of Jamaica continued as Governor of the Cayman Islands, which also remained within the Federation of The West Indies.

When Jamaica achieved her independence and the Federation of The West Indies disintegrated, a new constitution was introduced on 6th August 1962 under which the Administrator assumed the powers and responsibilities formerly exercised by the Governor of the Cayman Islands. This constitution did not alter the composition of the Legislative Assembly and the Executive Council, which remain as follows:

*The Legislative Assembly:*

(*a*) The Administrator (President).

(*b*) Not less than two nor more than three official members appointed by the Administrator acting in pursuance of instructions given by the Secretary of State.

(*c*) Not less than two nor more than three nominated members appointed by the Administrator acting in pursuance of instructions given by the Secretary of State.

(*d*) Twelve elected members.

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*The Executive Council:*

(*a*) The Administrator (President).
(*b*) Two official members appointed by the Administrator acting in pursuance of instructions given by the Secretary of State.
(*c*) One nominated member appointed by the Administrator acting in pursuance of instructions given by the Secretary of State.
(*d*) Two elected members, elected by the nominated and elected members of the Legislative Assembly from among the elected members of the Assembly.

A General Election is held every three years, the last being held in November 1965.

MEMBERS OF THE LEGISLATIVE ASSEMBLY

| | |
|---|---|
| *President:* | J. A. Cumber, M.B.E., T.D., Administrator |
| *Official Members:* | D. V. Watler, O.B.E., Assistant Administrator |
| | G. J. Horsfall, Stipendiary Magistrate |
| | V. G. Johnson, Treasurer (Financial Secretary) |
| *Nominated Members:* | E. U. McNamee |
| | C. M. Hill |
| *Elected Members:* | T. W. Farrington, C.B.E. (C.D.P.) West Bay |
| | S. A. Ebanks (C.D.P.) West Bay |
| | B. O. Ebanks (Ind.) West Bay |
| | E. E. Kirkconnell (Ind.) George Town |
| | A. B. Bush (Ind.) George Town |
| | Miss A. H. Bodden (Ind.) George Town |
| | A. B. Bodden (Ind.) Bodden Town |
| | R. Arch (Ind.) Bodden Town |
| | W. W. Conolly (N.D.P.) East End |
| | C. Ebanks (C.D.P.) North Side |
| | B. Rutty (C.D.P.) Lesser Islands |
| | K. P. Tibbetts (Ind.) Lesser Islands |

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| | |
|---|---|
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| *Official Members:* | D. V. Watler, O.B.E., Assistant Administrator |
| | G. J. Horsfall, Stipendiary Magistrate |
| *Nominated Member:* | E. U. McNamee |
| *Elected Members:* | T. W. Farrington, C.B.E. (C.D.P.) West Bay |
| | E. E. Kirkconnell (Ind.) George Town |

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## *Chapter* 4: Weights and Measures

IMPERIAL weights and measures are used in the Cayman Islands.

## *Chapter* 5: Reading List


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* Copies of this work are available for study at the Administrator's Office, Grand Cayman; the Library of the University of California, Berkeley, California; the West India Reference Library, Institute of Jamaica, Kingston, Jamaica. Microfilms are available at the British Museum, and at the Commonwealth Office Library.



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# APPENDIX I

## *Persons dealt with by the Courts 1964*

| *Offences* | *Total arrested or summoned to Court* | *Acquitted* | *Nolle Prosequi* | *Bound over* | *Awaiting trial* | *Order made* | *Convicted* | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | *Imprisonment* | | | *Whipping* | | *Fine* | |
| | | | | | | | M | F | J | M | J | M | F |
| *Against lawful authority* | | | | | | | | | | | | | |
| Disorderly Conduct | 42 | 6 | 1 | — | — | — | 2 | — | — | — | — | 30 | 3 |
| Obstructing Police, etc. | 8 | 1 | — | — | — | — | — | — | — | — | — | 7 | — |
| *Against public morality* | | | | | | | | | | | | | |
| Indecent Language | 22 | 2 | — | 1 | — | 1 | 1 | — | — | — | — | 14 | 3 |
| Abusive Language | 4 | 1 | — | — | — | — | — | — | — | — | — | 1 | 2 |
| Vagrancy | 2 | — | — | — | — | — | 1 | — | — | — | — | 1 | — |
| *Against the person* | | | | | | | | | | | | | |
| Grievous Harm | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wounding, etc. | 14 | 2 | — | — | — | — | 1 | 1 | — | — | — | 8 | 2 |
| Murder | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Manslaughter | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Assaults | 53 | 11 | 2 | 13 | — | 2 | 2 | — | — | — | — | 20 | 3 |
| Rape | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Concealment of Birth | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Indecent Exposure | — | — | — | — | — | — | — | — | — | — | — | — | — |
| *Against property* | | | | | | | | | | | | | |
| Thefts and Other Stealing | 12 | 2 | 3 | 1 | — | 1 | 1 | — | — | — | — | 4 | 1 |
| False Pretences, Cheating, Fraud, etc. | 4 | 1 | — | — | — | 1 | — | — | — | — | — | 2 | — |
| Unlawful Possession | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Housebreaking | 9 | — | — | — | — | 5 | 4 | — | — | — | — | — | — |
| Arson | — | — | — | — | — | — | — | — | — | — | — | — | — |
| *Against local laws* | | | | | | | | | | | | | |
| Against Traffic Ordinance | 98 | 18 | 2 | 1 | — | 1 | — | — | — | — | — | 75 | 1 |
| Against Liquor Ordinance | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bastardy | 11 | 6 | — | — | — | 5 | — | — | — | — | — | — | — |
| Firearms | 5 | — | — | — | — | — | — | — | — | — | — | 5 | — |
| Towns and Communities Law | 11 | 1 | — | 1 | — | — | — | — | — | — | — | 9 | — |
| Immigration Law | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Representation of the Peoples Law | — | — | — | — | — | — | — | — | — | — | — | — | — |
| TOTALS | 299 | 53 | 8 | 17 | — | 16 | 12 | 1 | — | — | — | 177 | 15 |



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# APPENDIX II

## *Persons dealt with by the Courts 1965*

| *Offences* | *Total arrested or summoned to Court* | *Acquitted* | *Nolle Prosequi* | *Bound over* | *Awaiting trial* | *Order made* | *Convicted* | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | *Imprisonment* | | | *Whipping* | | *Fine* | |
| | | | | | | | M | F | J | M | J | M | F |
| *Against lawful authority* | | | | | | | | | | | | | |
| Disorderly Conduct | 25 | 5 | — | — | — | — | 1 | — | — | — | — | 18 | 1 |
| Obstructing Police, etc. | 17 | 3 | — | — | 1 | — | 3 | — | — | — | — | 10 | — |
| *Against public morality* | | | | | | | | | | | | | |
| Indecent Language | 21 | — | — | 1 | — | 1 | — | — | — | — | — | 17 | 2 |
| Abusive Language | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Vagrancy | 5 | 3 | — | — | — | — | 2 | — | — | — | — | — | — |
| *Against the person* | | | | | | | | | | | | | |
| Grievous Harm | 2 | — | — | — | — | — | 1 | 1 | — | — | — | — | — |
| Wounding, etc. | 13 | 4 | 1 | 1 | — | 1 | 2 | — | — | — | — | 4 | — |
| Murder | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Manslaughter | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Assaults | 44 | 18 | 2 | 7 | — | — | 3 | — | — | — | — | 14 | — |
| Rape | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Concealment of Birth | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Indecent Exposure | — | — | — | — | — | — | — | — | — | — | — | — | — |
| *Against property* | | | | | | | | | | | | | |
| Thefts and Other Stealing | 18 | 2 | — | — | — | 6 | 4 | — | — | — | — | 5 | 1 |
| False Pretences, Cheating, Fraud, etc. | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Unlawful Possession | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Housebreaking | 3 | — | — | — | — | 2 | 1 | — | — | — | — | — | — |
| Arson | — | — | — | — | — | — | — | — | — | — | — | — | — |
| *Against local laws* | | | | | | | | | | | | | |
| Against Traffic Ordinance | 98 | 11 | — | — | — | 1 | 1 | — | — | — | — | 84 | 1 |
| Against Liquor Ordinance | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Bastardy | 6 | 1 | — | — | — | 5 | — | — | — | — | — | — | — |
| Firearms | 13 | 4 | — | — | — | 1 | — | — | — | — | — | 8 | — |
| Towns and Communities Law | 12 | — | — | — | 1 | — | 1 | — | — | — | — | 9 | 1 |
| Immigration Law | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Representation of the Peoples Law | — | — | — | — | — | — | — | — | — | — | — | — | — |
| TOTALS | 280 | 52 | 3 | 10 | 2 | 17 | 19 | 1 | — | — | — | 170 | 6 |





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